

10 YEAR
IMPROVEMENT
PROGRAM
1990-1999

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VOLUME III TECHNICAL REFERENCE

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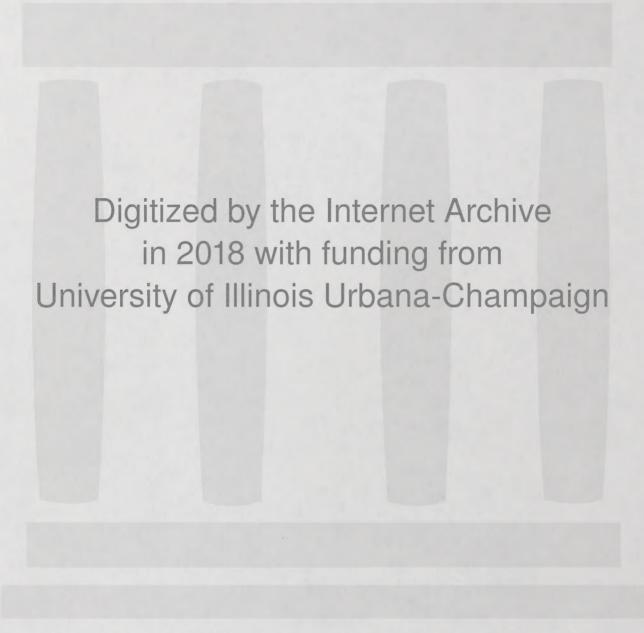


10 YEAR
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VOLUME III TECHNICAL REFERENCE

ENVIRODYNE ENGINEERS, INC. JANUARY, 1990





10 YEAR IMPROVEMENT PROGRAM - 1990-1999

VOLUME III - TECHNICAL REFERENCE

Prepared By:

ENVIRODYNE ENGINEERS, INC.

January, 1990

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10 YEAR IMPROVEMENT PROGRAM - 1990-1999 VOLUME III - TECHNICAL REFERENCE

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1.0 INTRODUCTION

This Technical Reference is the third volume of the 10 Year Improvement Program - 1990-1999. It contains backup material used in preparation of cost estimates and scopes, such as the basic cost and quantity assumptions, copies of the traffic information and projections generated by the Illinois State Toll Highway Authority's traffic engineer, and other background computations performed during the study in 1989.

The purpose of this document is solely to show Authority technical staff the source material behind cost estimates and relative project priorities.

CHAPTER 2 contains the cost estimates, based on estimate unit prices derived from prior ISTHA construction contracts or past estimates (for the CIP study, for example). Prices from 1988 and 1989 were inflated by 5% per year to 1990 estimate levels. All construction and project cost estimates are given in Volumes I and II at 1990 levels. Assuming there is some inflation in construction costs through the 1990s, these estimates will have to be reevaluated and inflated, perhaps by the ratios in ENGINEERING NEWS RECORD or other sources.

The EEI Structural Department prepared a preliminary analysis and cost estimate for widening the East-West Tollway bridge over the Fox River. Quantities from that analysis are included in this chapter. Back-up, correspondence or phone memos is included for ice detectors, message signs and AVI.

Note the distinction between construction costs and project costs. The project cost includes engineering (13%) and contingencies (12%), and so is 25% above the estimated construction cost for the various components of a study section.

Work shown in CHAPTER 2 was entered in Volume II's Project Scoping Summary Sheets, LOTUS spreadsheets which calculated separate project costs.

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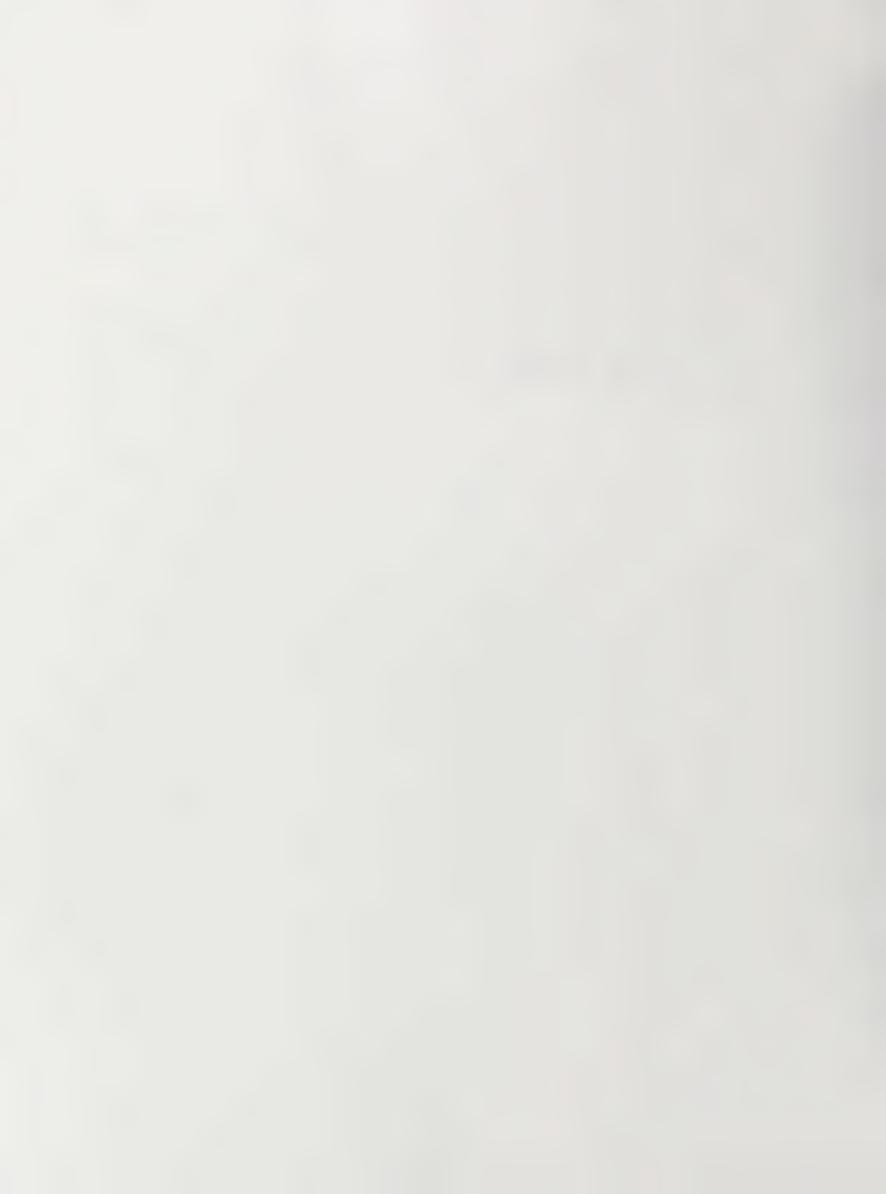
CHAPTER 3 is a printout of the project ledger spreadsheet which arrayed the project costs calculated on the Scoping Summary Sheets, as well as the existing CI and MI projects still under design. The annual expenditures presented in Volume I were calculated on this spreadsheet. Below the annual totals for all projects, net revenues estimated to be available by the Authority's traffic engineer are shown. These, along with the annual expenditures, are used to predict cash flow throughout the study period.

CHAPTER 4 shows the straight-line interpolation of existing and projected Volume/Capacity (V/C) ratios on the existing system (i.e., with none of the 10-Year Program expansion projects or CI projects in place). This chapter also includes the plotted summaries of this analysis.

CHAPTER 5 contains a number of unpublished system traffic analyses prepared by Wilbur Smith Associates (WSA) during 1989. These figures and LOS indicators were the basis of expansion project deliniation. The August 5, 1989 submission was used to initially determine where expansion projects should be entered in the 10 Year Program. Transmissions on September 26 and 28 show the results when WSA re-ran their model with our proposed widening program in place, and also looked at impacts on the Toll Plazas. This data was referenced in the Volume I of the 10 Year Program and in the interpolation of projected V/C ratios.



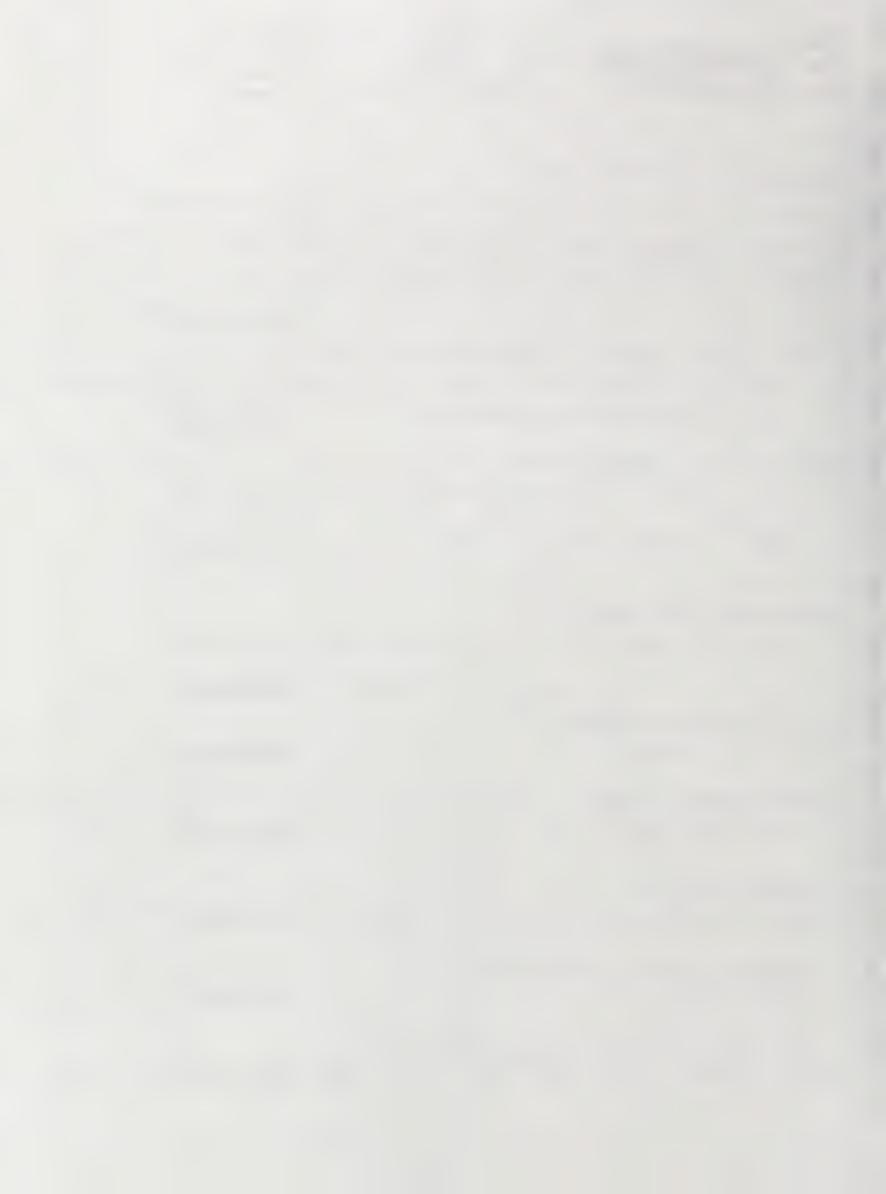
2.0 COST ESTIMATES





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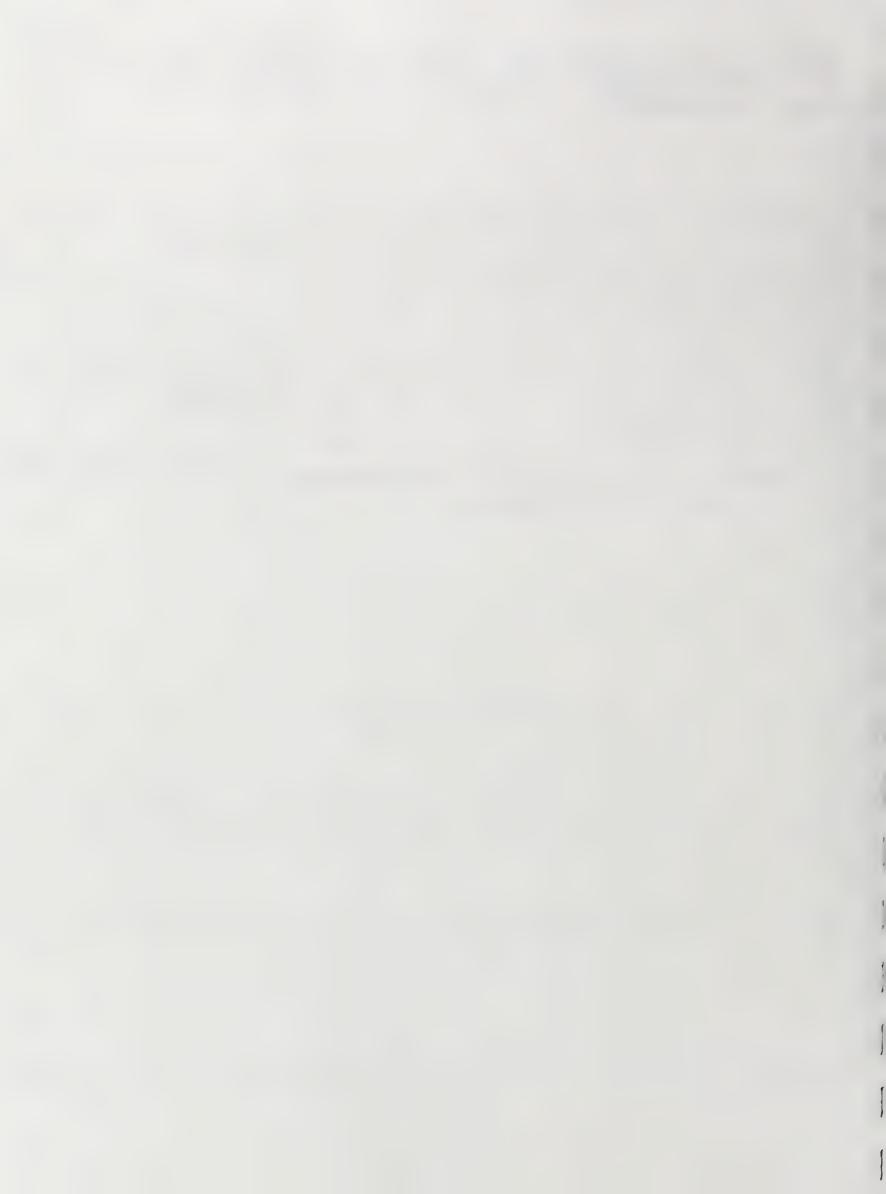
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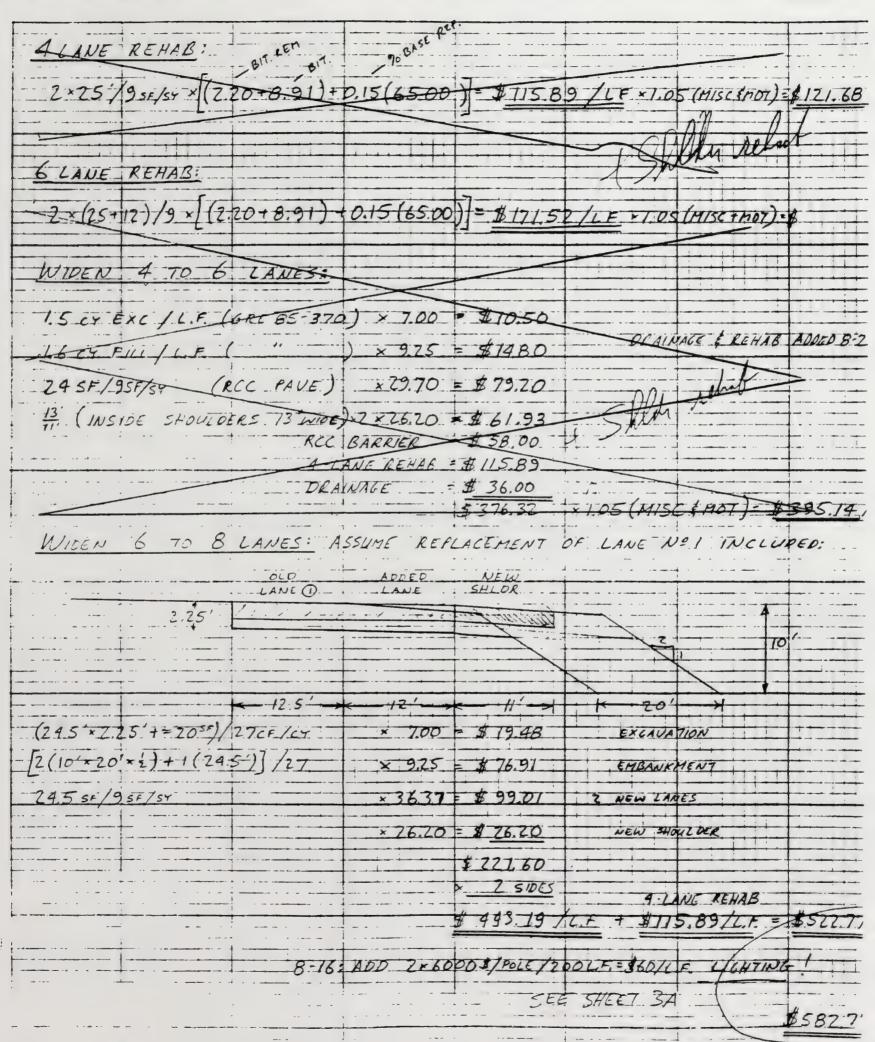
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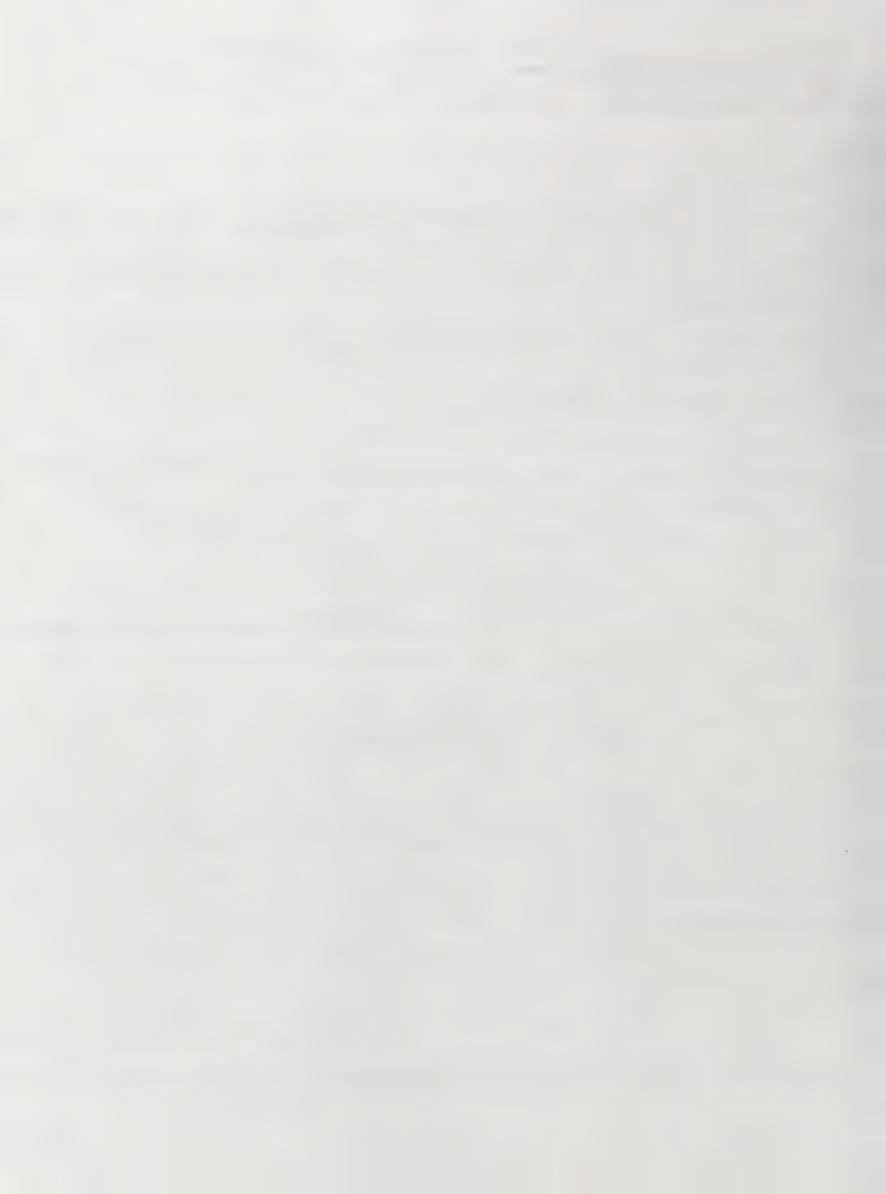
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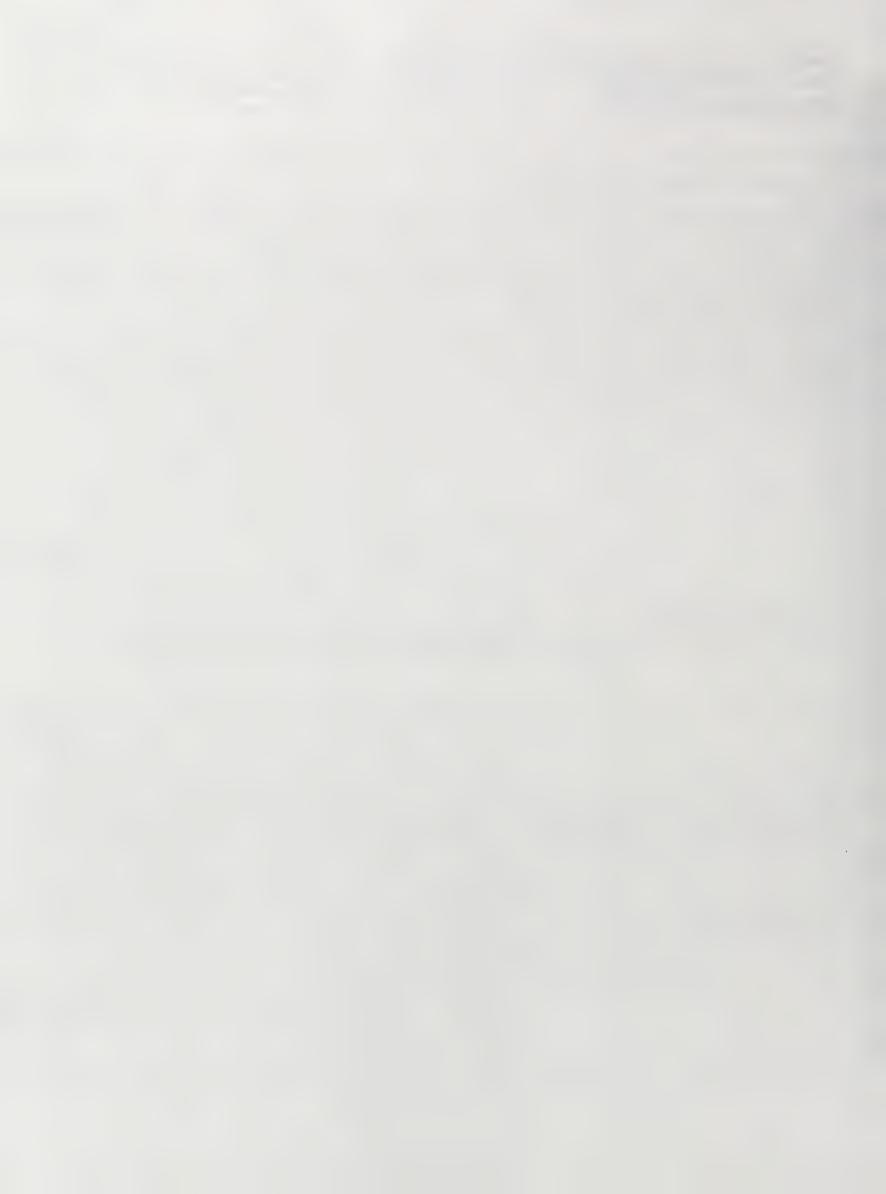






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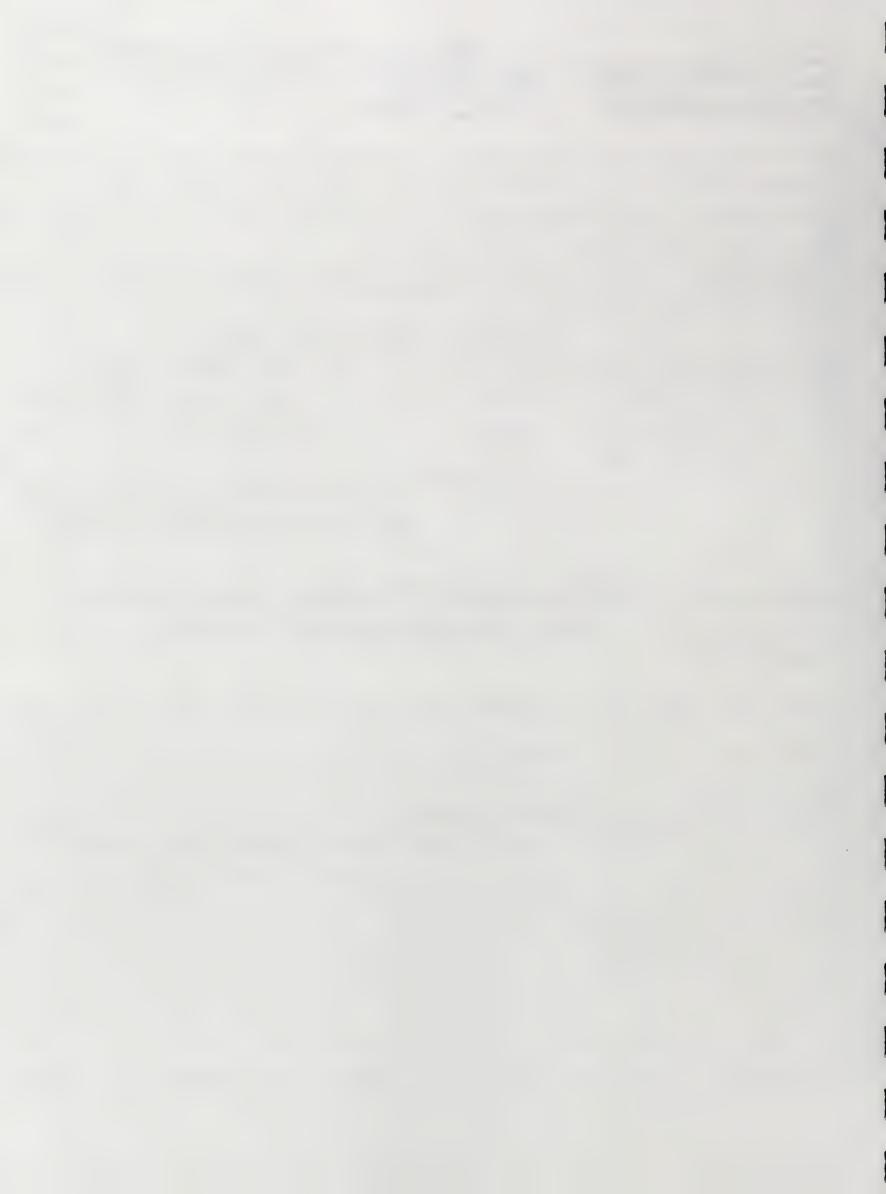
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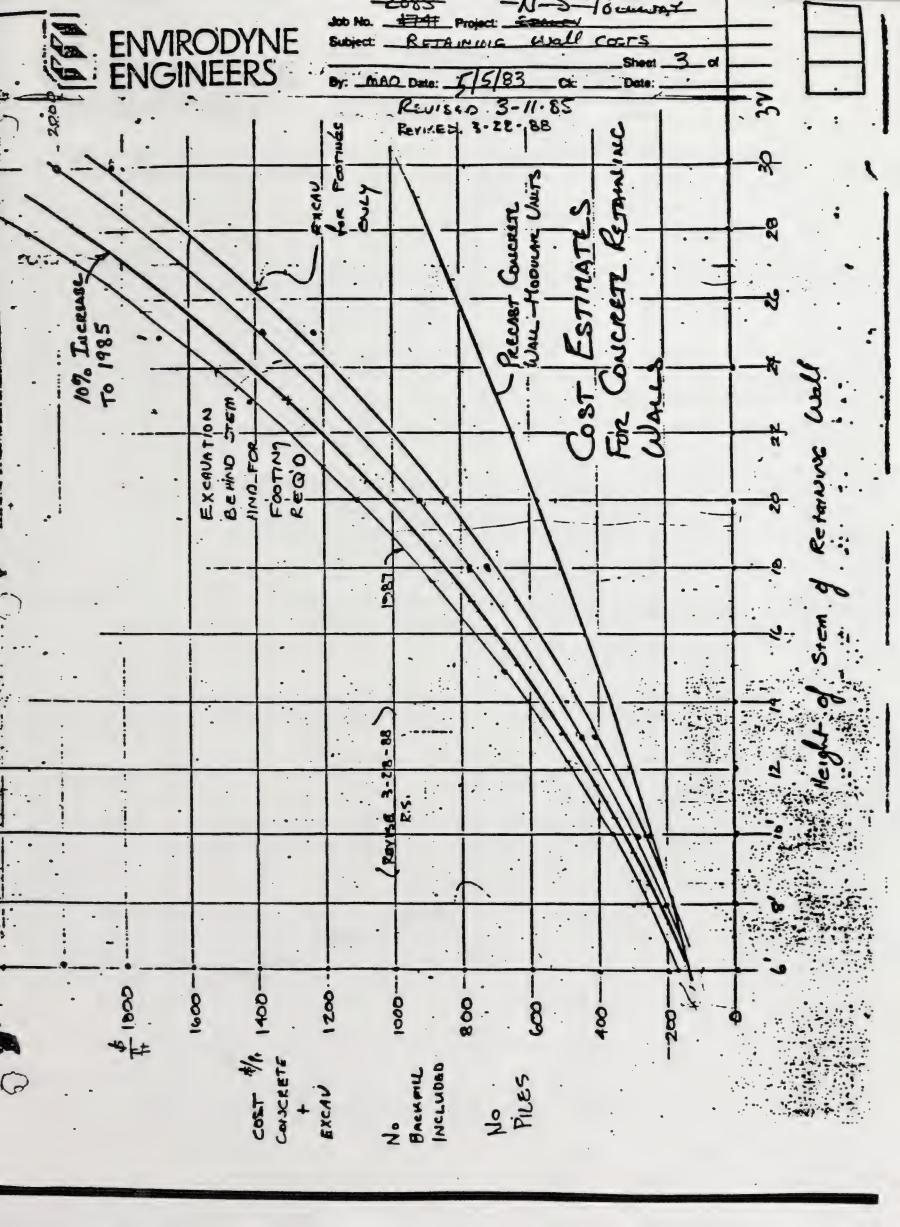


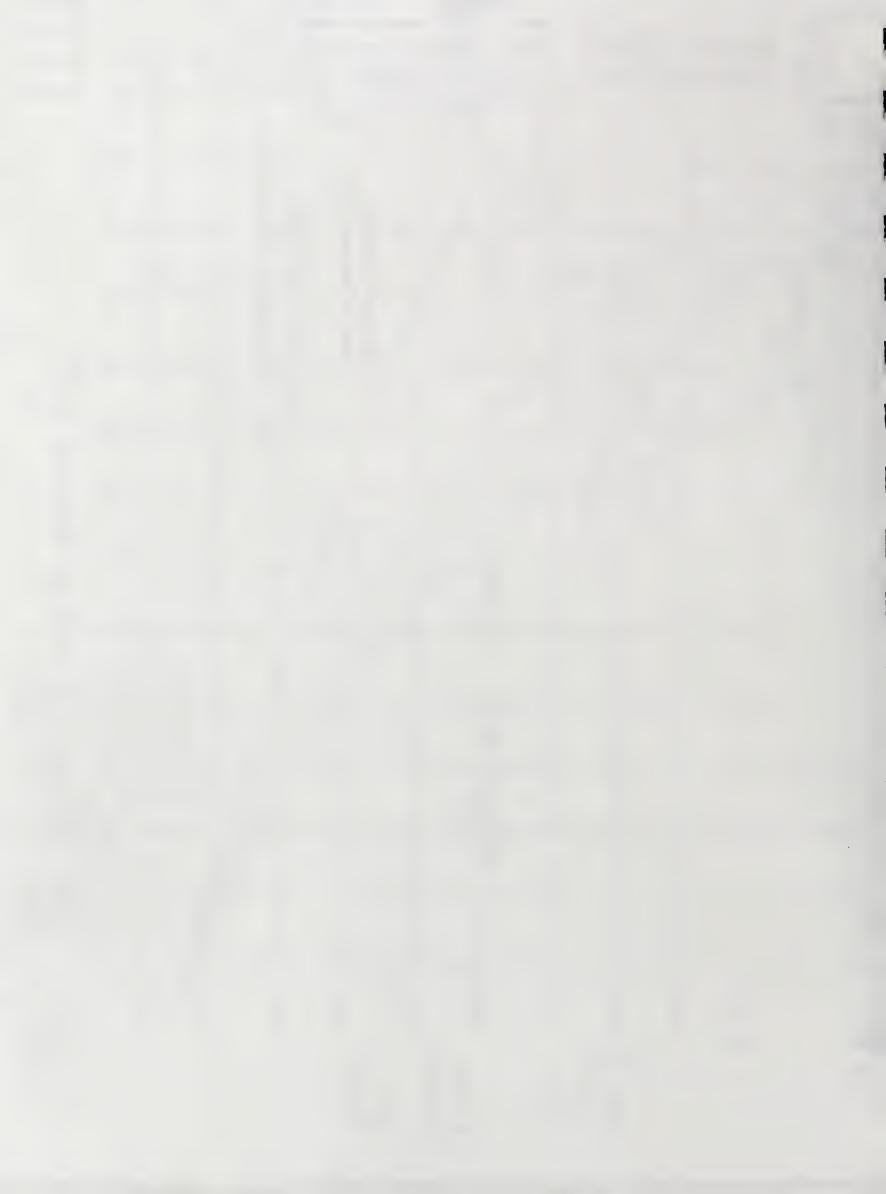


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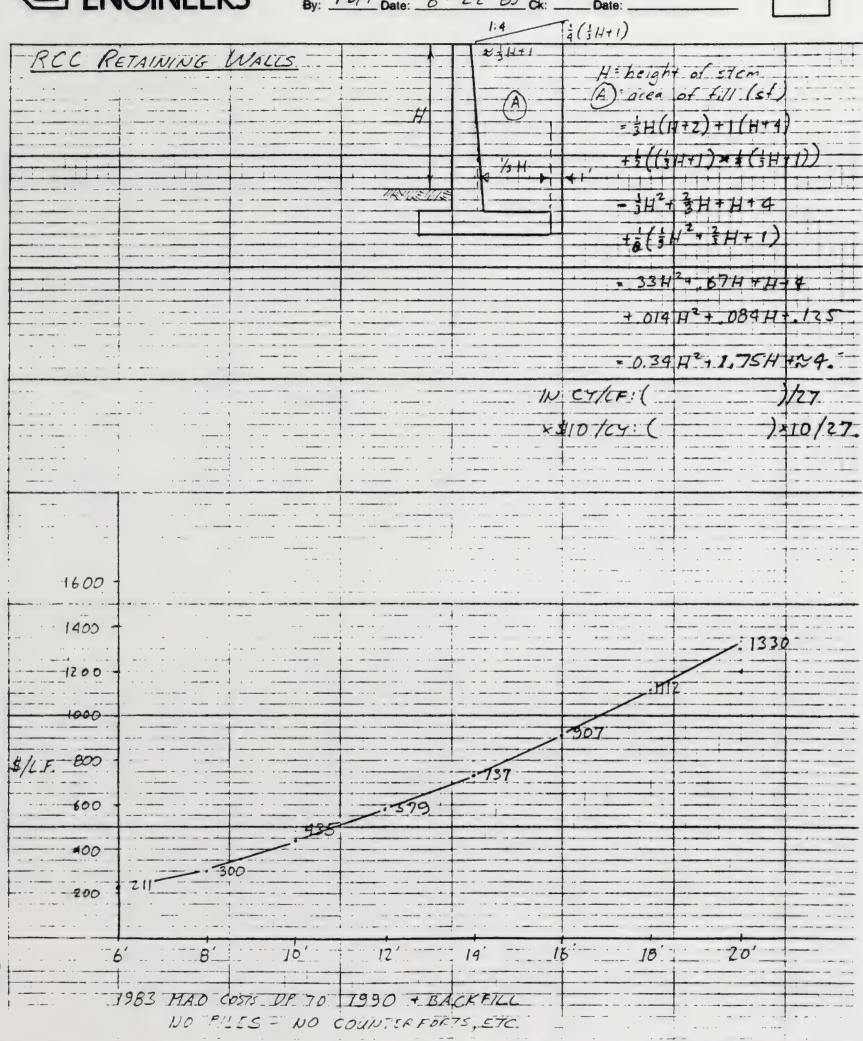


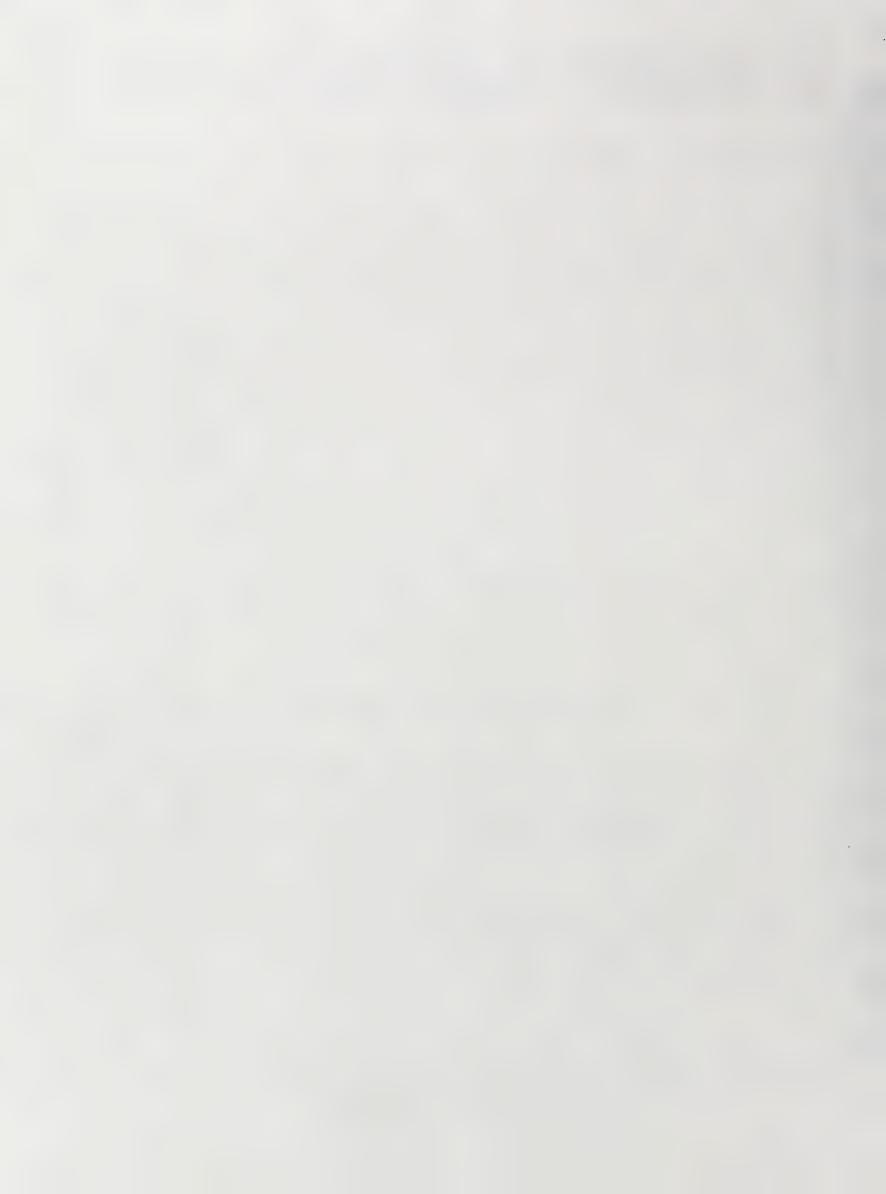






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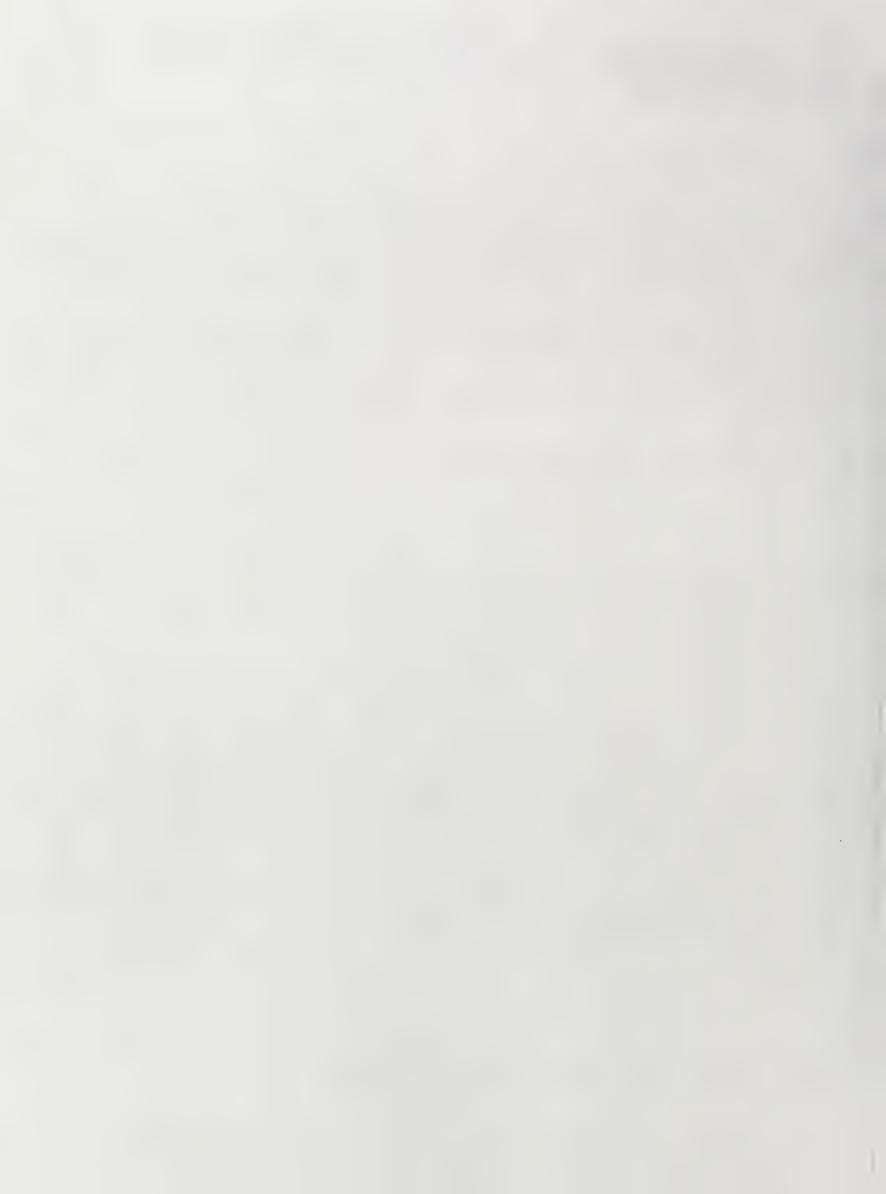






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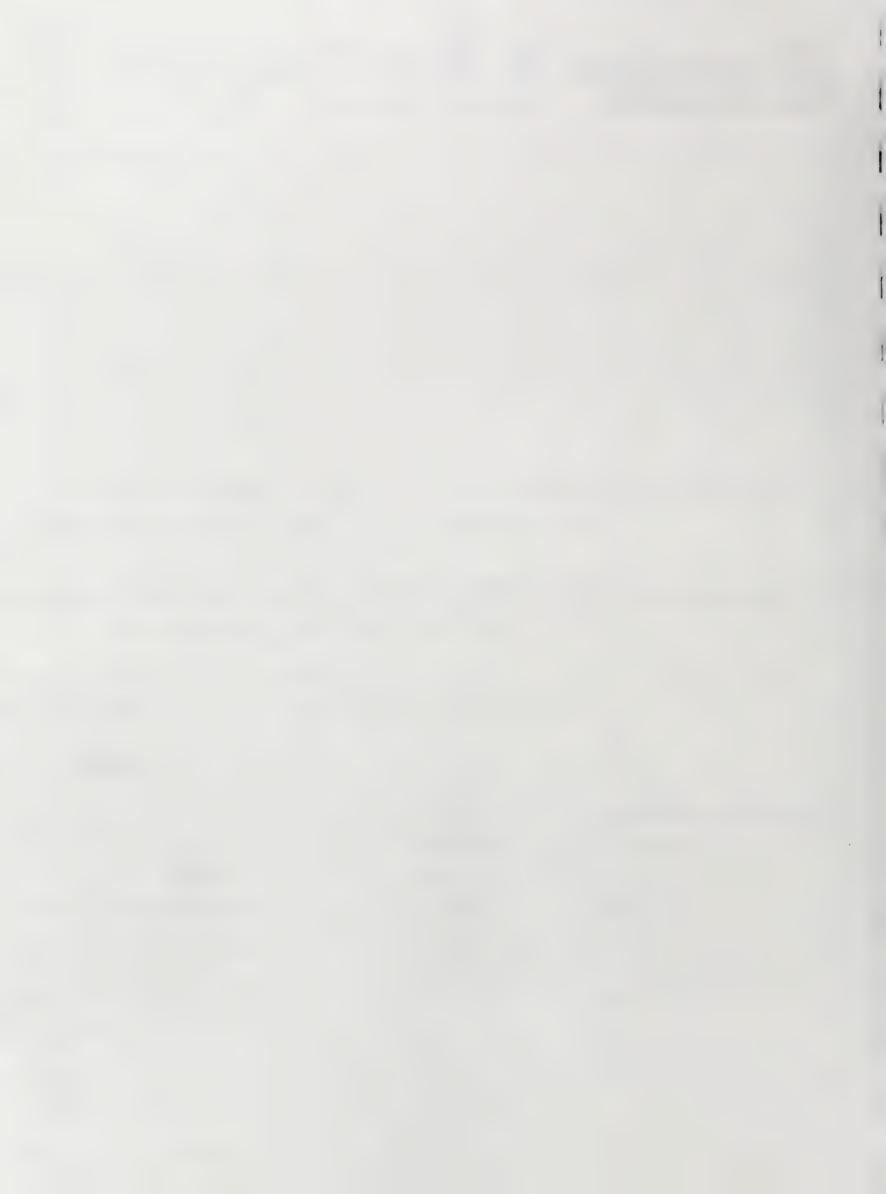
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OUTSIDE LAND. DELOW FOR GR, LIGHT & SIGN REPAIR,		· · · · · · · · · · · · · · · · · · ·	 	·i	 	· · · · · · · · · · · · · · · · · · ·		
OUTSIDE LAND. DELOW FOR GR, LIGHT & SIGN REPAIR,					 			 • • • • • • • • • • • • • • • • • • •
OUTSIDE LAND. DELOW FOR GR, LIGHT & SIGN REPAIR,					1	VNDUID INCL	VIDE DALLE	DOUDR -
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O THEIL THAN PLATA REBAG COST		REALTGNME	NT TO A	1		GR, LIGHT	SIGN REP	119
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and the second s		REALTGNME	NT TO A	1		GR, LIGHT FENCING, E	SIGN REAL	ORCHE
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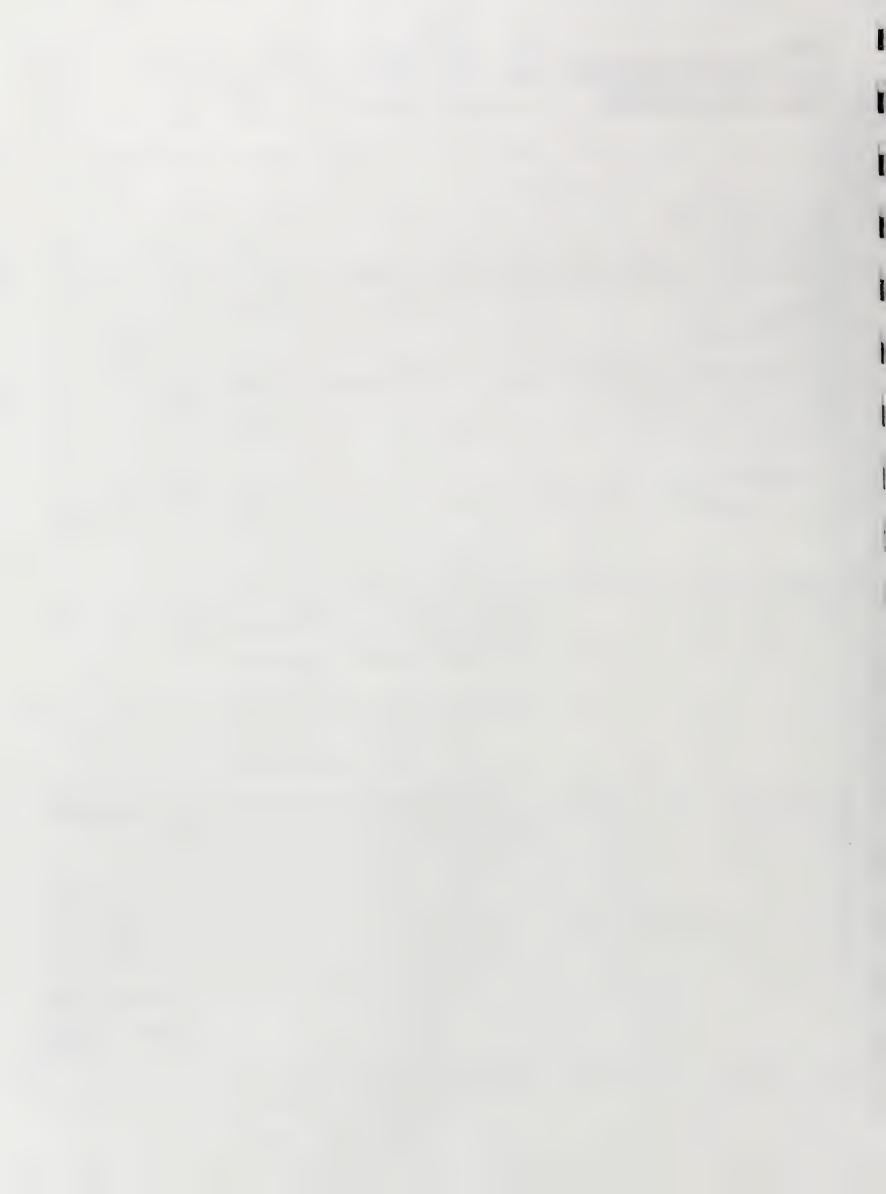




Job No. 3328 Project: 5670	/
Subject: 755-100	
-	Sheet/_ of ·
By: PDM Date: 8-22-89 Ck:	Date:

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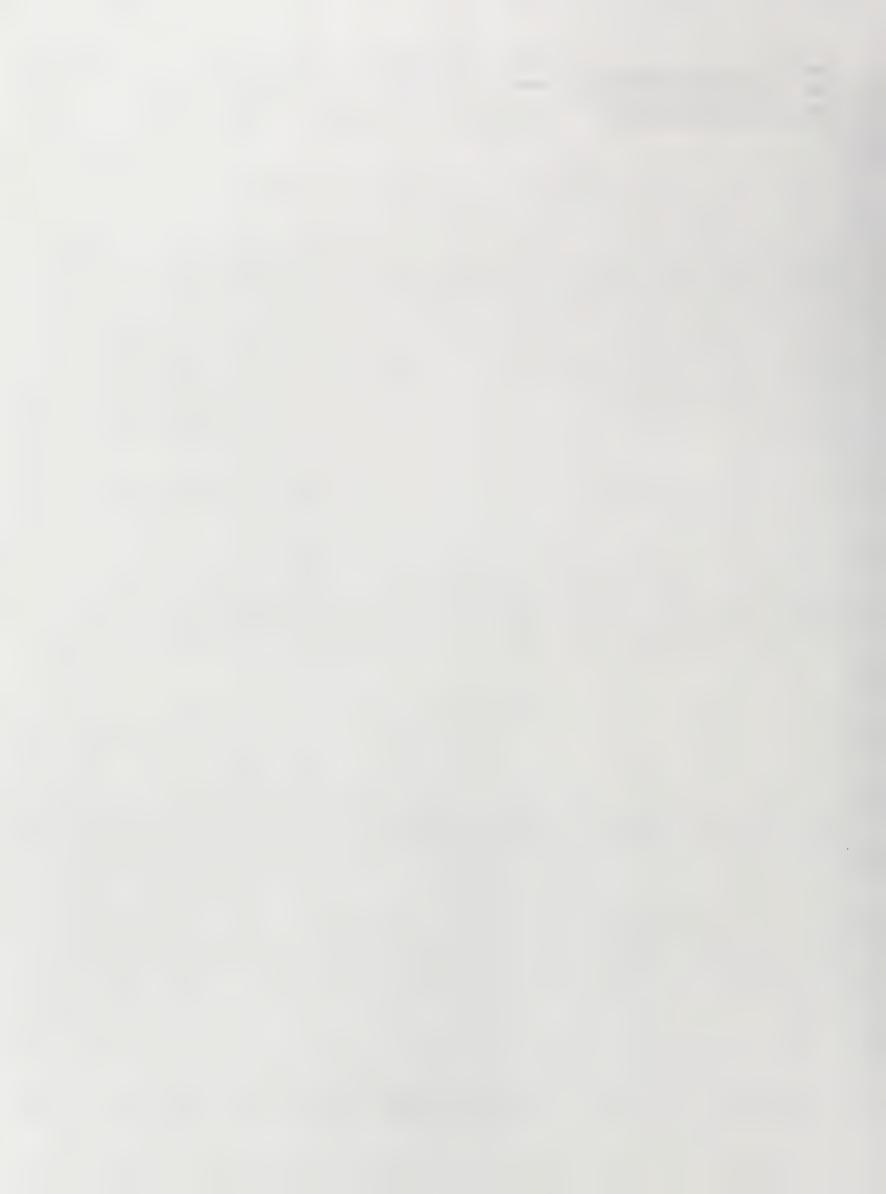
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				18,277,758
				ACD 236, 95 9 8/25
				NOV . L. J. B., J. J
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Job No. 3328 Project: 56701		
Subject: 755-100		
00M 6 33-00	SheetZ_ of	
By: POM Date: 8-22-89 Ck:	Date:	1

				·	
101-107	1208.83 (12'×2 ×	75 + 716 × 7.5	5)= \$ 568	1507	
702	Wioin				
123-704	-171-15-(7175 - 75	1 - # 8.67	-679	
103104	770-70	1723 - 23) - W 00 A		
105	715.0 (70'x	5)	= \$ 37	5,250 (SOUCEZE)	
107	189.17 (75 =	5)	# 116	,231 (SQUEETE)	
109	255,0 (70 *			5,250 (SOURCEZE)	
111-112	3.63 D (15 x Z x.	100 + 115	75)=\$7,13	2,675	
113-	1887 (35×7	5)	= \$ 16	7.500 (SQUEETE)	
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_115	260 (94 × 1		= \$2,4		
177-118	213.2 (1252)	5 + 115 ×	25) = \$ 93	76,710	
119-120	1760 (15 × 2 × 70	00 + 110 ×	25) = \$10.1	20.000	
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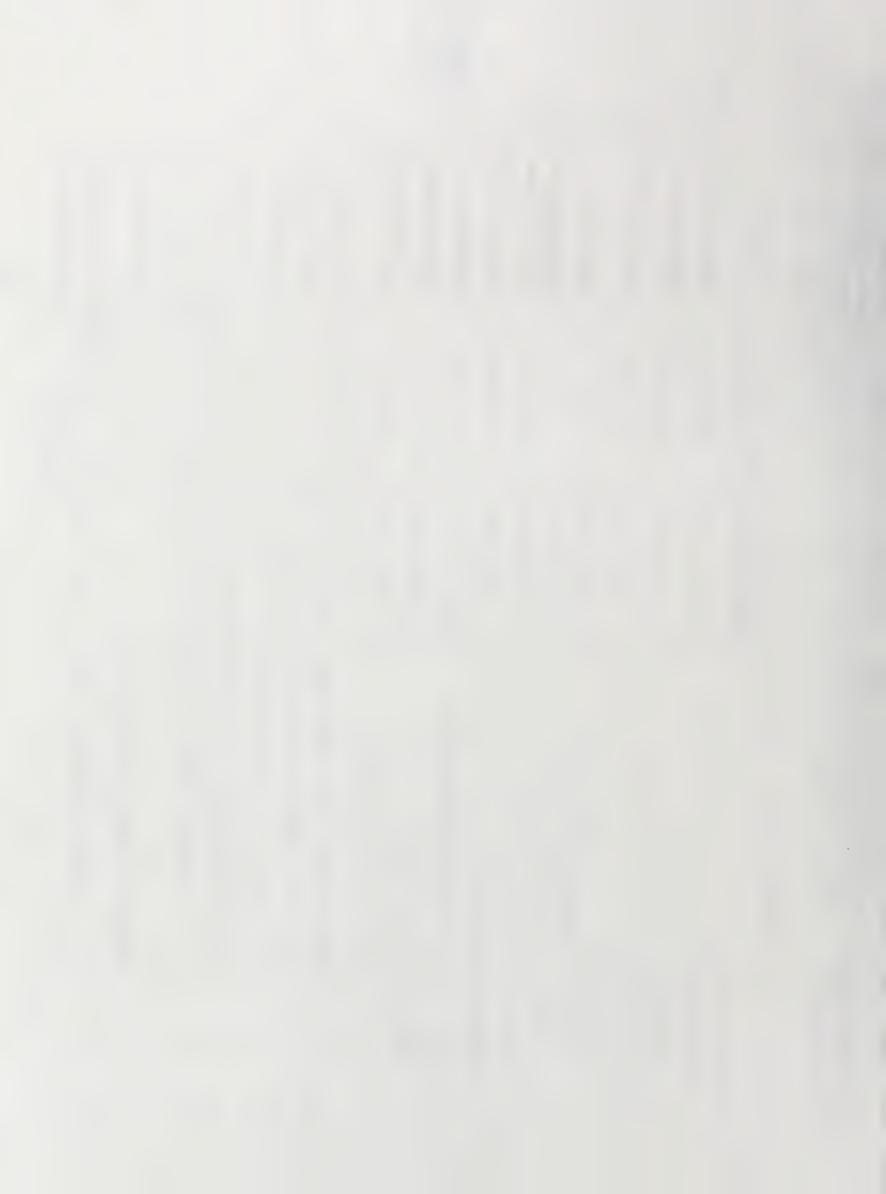


Job No. 3378 Project: 56701		
Subject: TSS-200	Sheet of	
By: 10M Date: 8-25-89 CV.	Date:	

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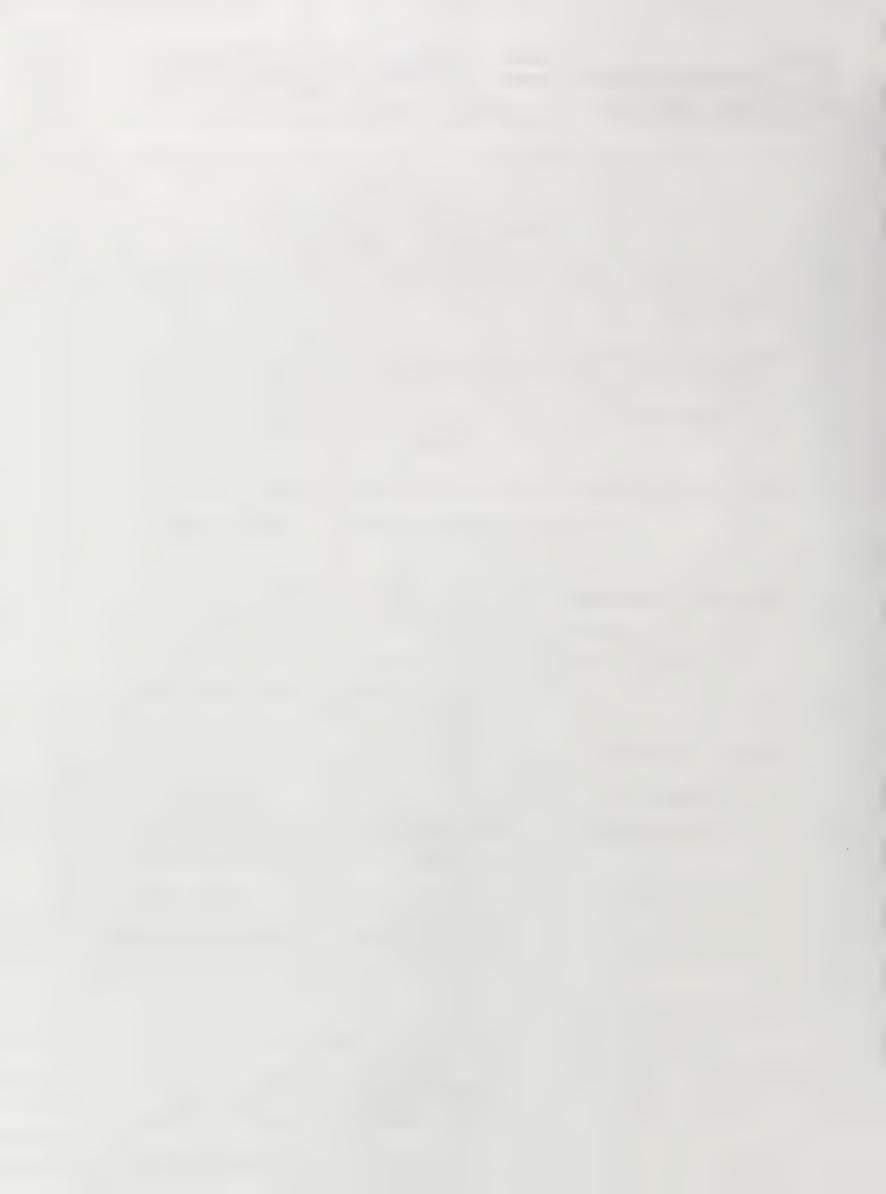
40 272, 605-1	OF WAY WITH	FIGHTH PIGHT	TOTAL PROJECT COST WITH RIGHT OF WAY WITHOUT 605-
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-12 -1 - 12 - 1 - 12 - 1 - 12 - 1 - 12 - 1 - 1	4,304,480	3, 115, 410	TOLL COLLECTION & CONHUNICATION
- decomposition	450,000-	410,000	PODDURY LIGHTING
100 960 mm	355,660-	1,247,100	ROADWAY APPURTENANCES
- pariage -	1	1,900,000-	STRUCTURE ROPACERIENT (1677"51)
**************************************	427,800	-2099 '668-	E-KAINJAGE
4 5 578 2 Biran	3,098,200:-	1,257,628	ROADWAY
Committee of Ronal Roman	3,202,040	2,642,077	PAVEMENT
TOTAL	SE MUNUME KATA GONSTIA	ROOFICATION 41	Edeny Robert
1597 ST. PANY PLATA: 1-AUTO/ RAM PIERROY	7		
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4. 48 PLAZO (15020) - 7 M: 7A	- ALAZA -		CARINDONIE DON 3328 POWER GAE. 85- 35/





Job No	Project: 10 Yr. Program	
Subject:	Roadway Rehabilitation	
	755-300 Sheet of _3	-
By:	Date: 8/14/89 Ck: Date:	

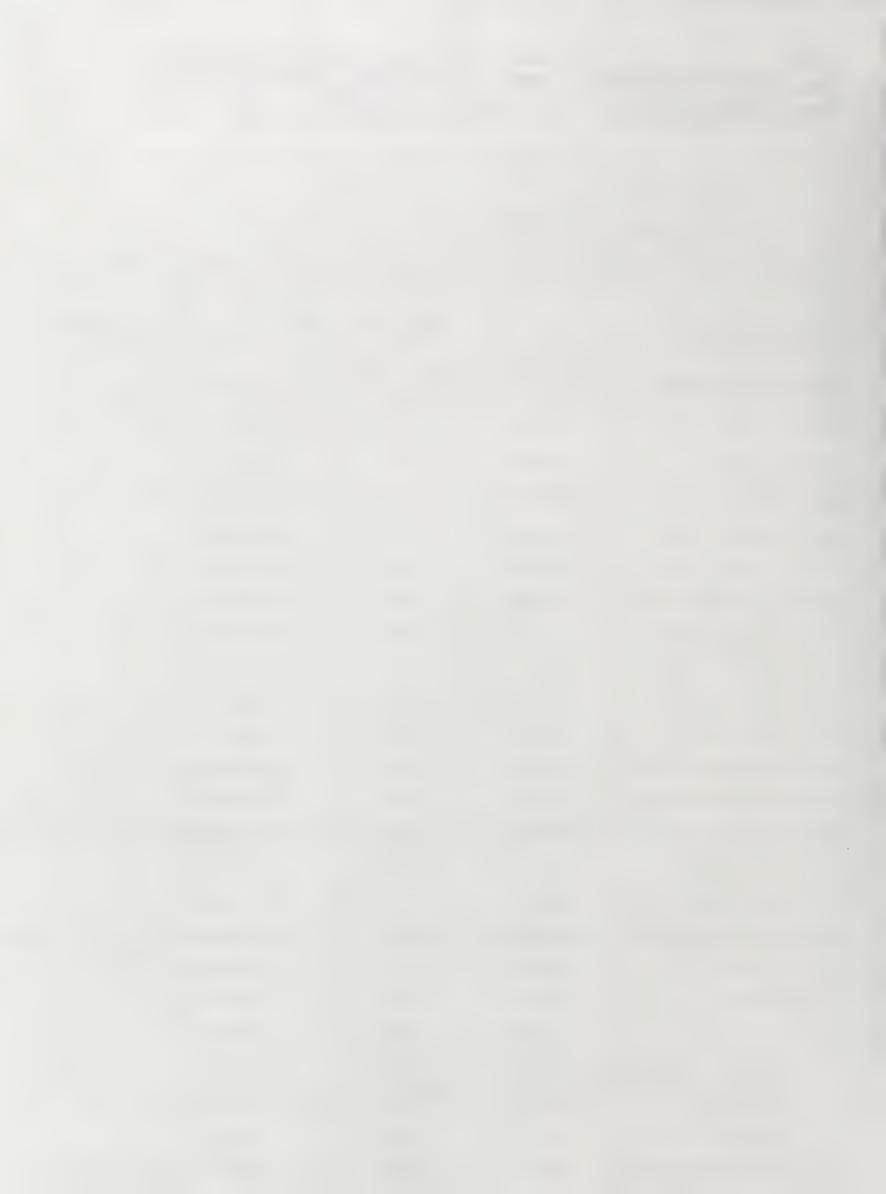
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	wide)	= 275,7 @ \$ 2.	733 5.4.	=\$ 606,	613	
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(11' \$ 12.1'	wide) 9 2+2r)]-'9	= 275,7 @ \$ 2.	733 5.4.	=\$ 606,	6/3	
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(11' \$ 12.7' (12.800) (22) Now should	wide) 2+2r)]-'9	@ \$ Z	,20 S.Y			
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(11' \$ 12.7' (12.800) (22 (52.800) (22 New shoulde (11' wide)	wide) 2+2r)]-'9	@ \$ Z	, ZO 5.9			
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(11' & 12.7' (12.800) (22 (12.800) (22 Now should (11' wide) (12,800	wide) 2+2r)]-'9	@ \$ Z	.20 S.Y	=\$.Z,766	720	
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(11' \$ 12.8' \(\sigma \) (\sigma 2.800)(\sigma 2.800)(\sigma 2.800) (11' \omega \) (\sigma 12.800 (12.800)	wide) 2+2r)]-'9	@ \$ Z	.20 S.Y	=\$.Z,766	720	
(11' & 12.7' (12.800) (22 Now should (11' wide) (12.7' wide) Press. Rollef for long e	wide) 2+2r)] - 9 2 +2r)] - 9 2 / 2 / 3	OV, 600 2 26.7 OV, 600 \$ 29.7	10 5.9 10 5.9 10 5.9	=\$.Z,766	720	
(11' \$ 12.8' \(\sigma \) (\sigma 2.800)(\sigma 2.800)(\sigma 2.800) (11' \omega \) (\sigma 12.800 (12.800)	wide) 2+2r)] - 9 2 +2r)] - 9 2 / 2 / 3	OV, 600 2 26.7 OV, 600 \$ 29.7	10 5.9 10 5.9 10 5.9	=\$.Z,766	720	
(11' & 12.7' (12.800) (22 Now should (11' wide) (12.7' wide) Press. Rollef for long e	wide) 2+2r) - 9 2+2r) - 9 2 - 7	07,600 0 \$ 26.2 107,600 \$ 29.7	7.1	=\$.Z,766	720	





Job No.	Project:	Program	
Subject:	Roadway Rob	habilitation	
	755-300	Sheet	
By: PA De	ite: 8/14/89 Ck: _	Date:	

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5/10010123			,	3 2511
Bridge # 1 toc.	Deck Area	CONSTR. Cost	Cost	
		71.0	520 0 00	
\$129 147 th st	4,374		328,050	
130 147 44 54	4,374	77.0	328,000	
131 Kedzie Ave.	4,386	75.0	328,910	
132 Kedzie Ave.	4,386	25.0	328,950	
133 C.R.I & P. RR	18,518	75.0	1,388,850	
134 C. R. I & P. RR.	18,718	77.0	1,388,850	
135 Rexford Rd	4,114	77.0	308,00	
136 Rexford Rd.	4,114	75.0	308, 550	
137 Crowford Rd.	9,343	75.0	700,725	
138 Crowford Rd.	9,343	7.1.0	700,727	
139 Midlothiau Toke,	4,017.	100.0	401,700	
140 Midlothian Toke.	4.087	100.0	407,700	
121_135 74.57	0,426	1000	442,600	
142 135 H4 St.	4,426	100.0	442,600	
143 Cal- sog Conal	26,412	100.0	2,441,200	And the second s
104 Col - Sug Conal	24,412	102.0	2,041,700	
145 131 57 St	4,3/2	77.0	326,400	
146 131 st st.	4,312	77.0	326,400	
147 127 th 5t.	27,800	75.0	2,081,000	
149 127 th St. (Ramp)	9,760	100.0	956,000	
INT CICETO Ave.	18,000	100,0	1,800,000	
155 Ridgeloud Ave.	7,719	75.0	578,92V	
-156 Ridgeland Ave.	7,779	77.0	778,927	
				\$ 19.200.90



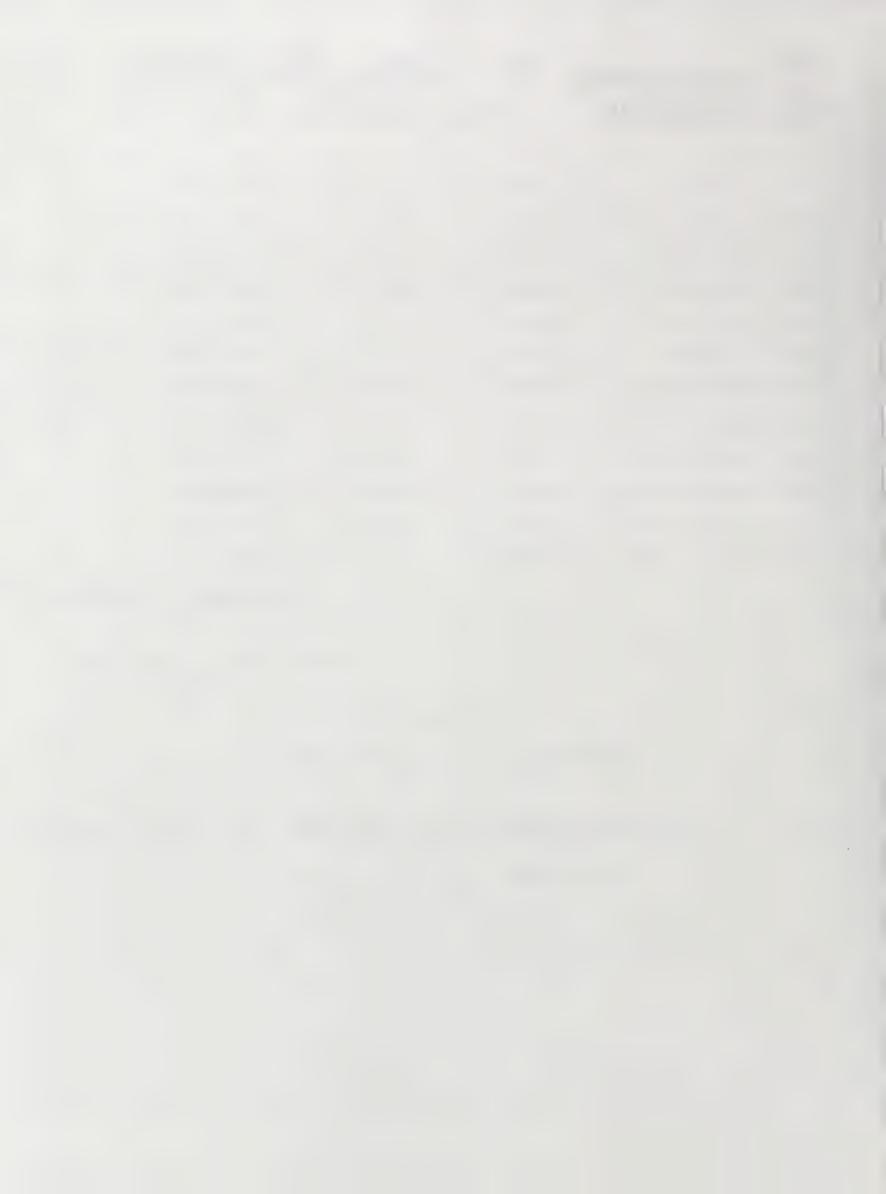


Job No	Project: 10 Yr, Program	
Subject:	Roadway Rehabilitation	
	755-300 Sheet 3 of 3	
Ву:	Date: 8/14/89 Ck: Date:	

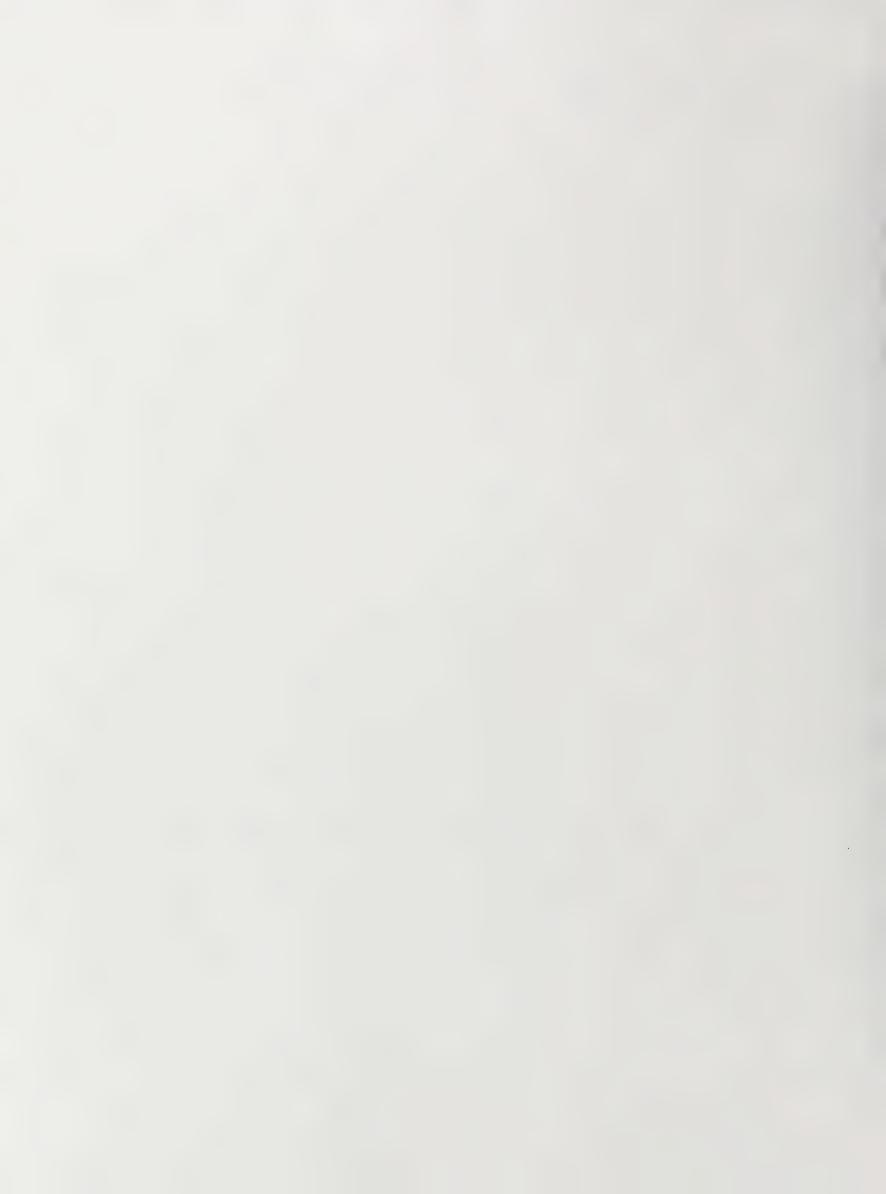
ENGINEERS	By: <u>RA</u> C	Date: 8/14/89	_Ck:Date:	
157 115 th 5t.	4,703	77.0	3T2,72V	
158 115 th 5t.	4,703	77.0	3VZ,72V	,
159 111 th st.	4,200	71.0	315,000	
60 III th st.	4,200	25.0	317,000	
61 107 th st	4,084	77.0	306,300	
62 107 H 3+.	4,084	75.0	306,300	
63 Wabash RR.	.14,113	75.0	1,018,471	
64 wobash RR	14,113	77.0	1.018,471	
165 Southwest Hwy	3,964	100.0	396,400	
166 Southwest Hwy.	3,964	1000	396, 400	
167 Harlem Ave.	13,922	71.0	1.044,100	
68 Horlem Ave.	13,848	75.0	1,038,600	
		e de la composición d La composición de la	5ub-Total + 6,9	40,55
e e e e e e e e e e e e e e e e e e e		7,	stal \$ 26,281,400	i 7
		,		
				;
Roa	dway	\$ 11,435,	418	
				* ************************************
Iut	erchouges	\$ 4,000	000	

Roadway \$ 11	, 431, 418
Interchouges \$ 4	000,000
structures \$ 26	,281,400
\$ 41	.716,868

- - - ---







10 YEAR PROGRAM PROJECT SCOPING SUMMARY SHEET SEGMENT TSS-300

1 USED RA'S STRUCTURE ESTIMATES { MULTIPLIED 64 1/3 OR 1/4 FOR CEHAB COST @ \$25/5.F. 12,790,000)

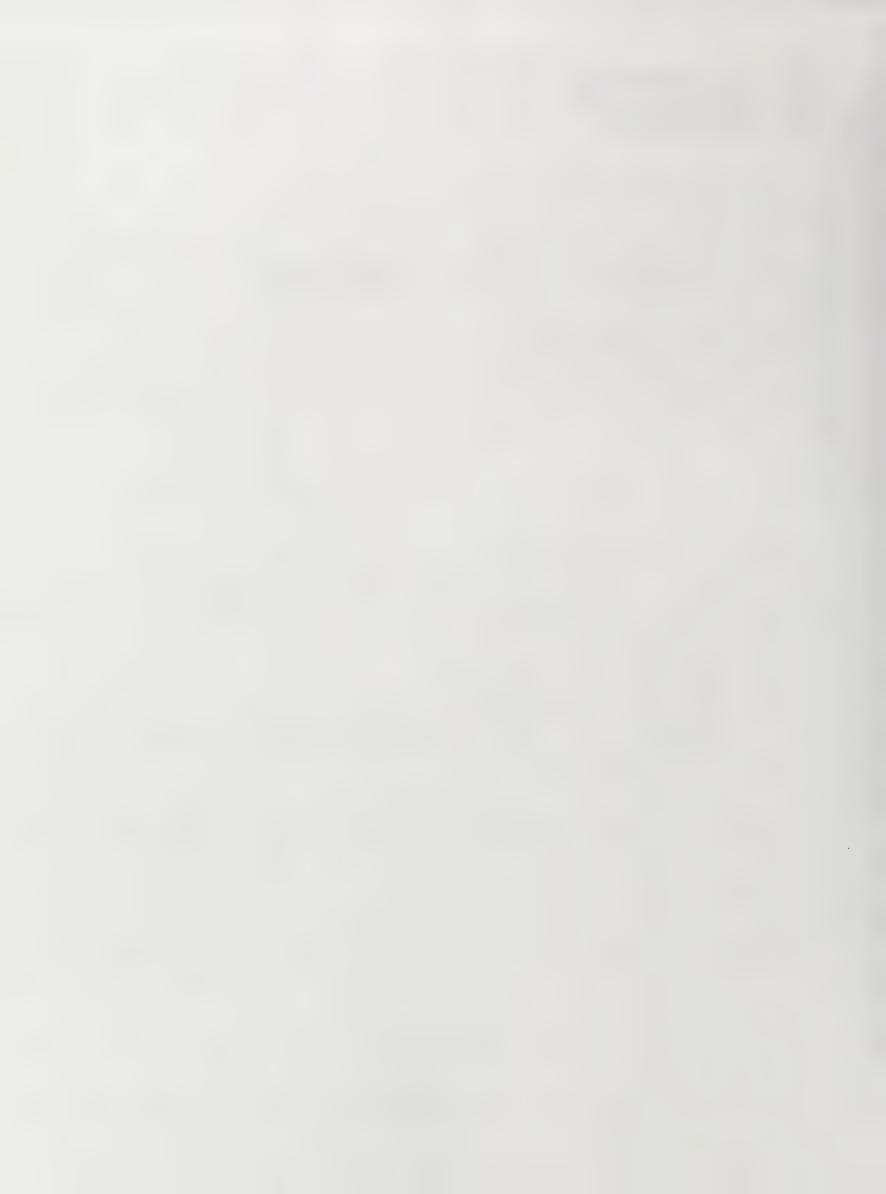
ROADWAY:			11,435,418
INTERCHANGES TOTAL INTERC	:IL50/127th St. HANGES:	? 1800,000	? 4,000,000
STRUCTURES:	100 120	? \$\\ 6\\ 6\\ 6\\ 6\\ 7\\ 900\\ ? \\ 7\\ 7\\ 7\\ 7\\ 7\\ ? \\ 6\\ 7\\ 7\\ 7\\ ? \\ 6\\ 7\\ 7\\ 7\\ ? \\ 6\\ 7\\ 7\\ ? \\ 6\\ 7\\ 7\\ ? \\ 6\\ 7\\ 7\\ ? \\ 6\\ 7\\ ? \\ 6\\ 7\\ ? \\ 6\\ 7\\ ? \\ 6\\ 7\\ ? \\ 7\\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\ ? \\ 7\\\ ? \\ 7\\ ? \\ ?	
TOTAL STRUC	STRUCTURE No. 161-162 STRUCTURE No. 163-164 STRUCTURE No. 165-166 STRUCTURE No. 167-168	? 612,600 ? 2,116,950 ? 792,800 ? 2,082,750	\$8 26, 281, 450
TOLL PLAZAS	: (none)	\$0	
MAINTENANCE OASIS: TOTAL FACIL	(none)	\$0	\$0
RIGHT OF WA	Y:		?
CONTINGENCI	TOTAL: ES (12%) AND ENGR (13%):	\$0	\$0
	PROJECT TOTAL:		\$0
		1991 1992 1993	2:?
YEAR OF NEI	ED?	1994 1999 1999 1999 1999 1999	4:? 5:? 6:? 7:? 8:? 9:?





Job No. 3	328 Project: _	56701		
Subject:	755-500	MICE-CONG	ER.	
			1 of	
By: PPM	Date: 8-24	Ck: Date:		

	;		
ASSUME SECTION WI	ILL FE 4 LANES		
183-184: 57.7×(191+2			2
191-197: FROM 8-3 D	RAF7 78,880,0	00	1 1
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Job No 3328 Project: 5670		
Subject: 755-400 500 4006	0 11/8/89	
BV: POM Date: 8-25-89 M.	Or	

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171-1	75 \$ 173:			7.4(96)(1		\$1.014.816	H
177-		30'(790')	(100)			870,000	
179		42'(323)	(25)		=	\$ 339/50	+
181		47 (380)	(120)				
10/		47 13001	(100)		2	\$1,506,000	廿
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77 68	400 (755.5	00, -1236+	00 = 3700	CF			-
FR.OM	1236+00	TO 1760+	DD: CUT \$	ECTION-	AREAS BY	PPROX TRIANGLE	رد
<u>. ac</u>	P . D	FILLSF CUT	1268	UTSF FILL)	Q CY	
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(3383		1050	1257	80	}	(315)	
(3611		1050	1256	150		(1930)	
17704			1755	357		(1191)	
(37		20		264		(874)	
0			1.253	208		(187)	
)	0	1257	325		(1343)	
12375) 7.50		7251	400	100		
) 100	300	1250		100		
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(370) TIOO : 1	80	7747		7001		
(263	700	120	1745		1001		
	100	5.76	1244		100		
	135	517	17.43		100		
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		4 × \$ 9.25 = 1					
			£238,207				
		. 4					

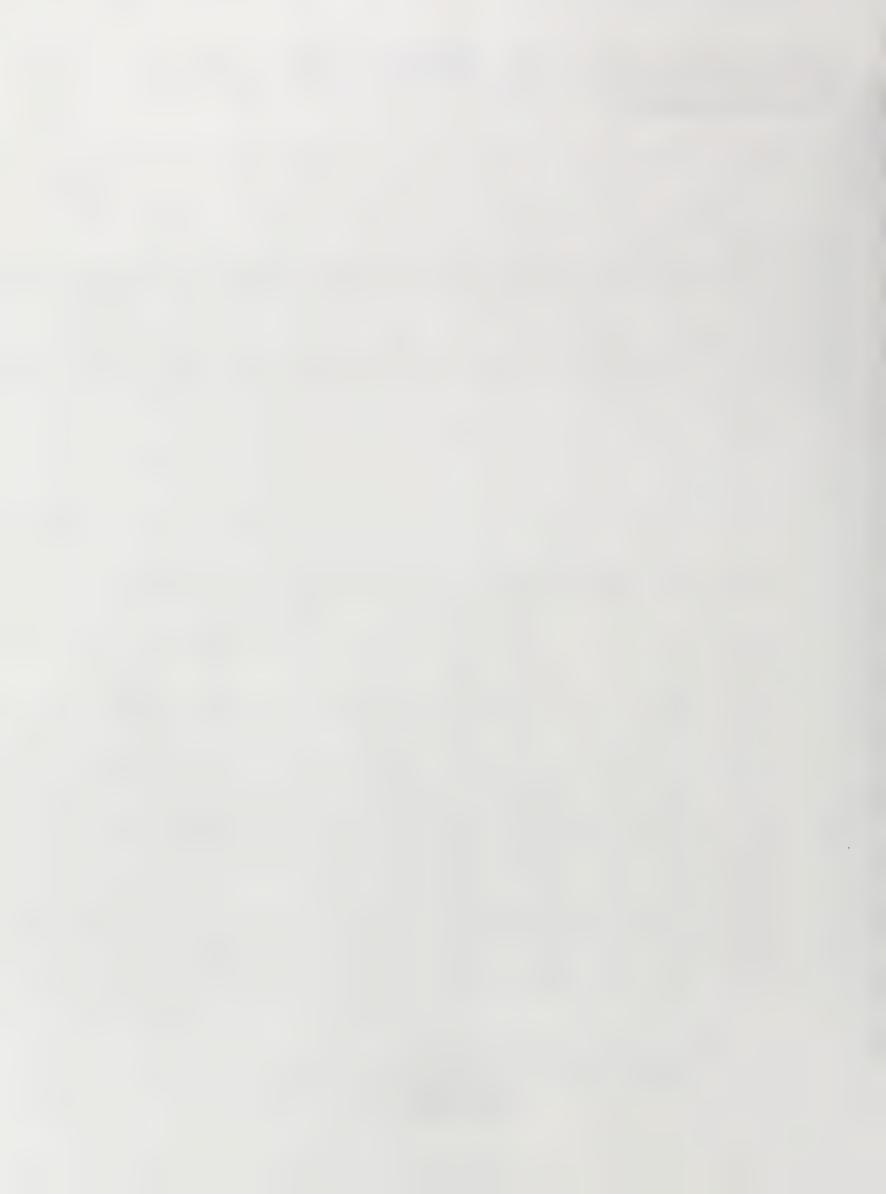


EXHIBIT "H"

SCOPE OF DESIGN WORK

CONTRACT MIP-89-448

WILLOW SPRINGS INTERCHANGE
TRI-STATE TOLLWAY, M.P. 22.0 TO M.P. 23.0
STATION 1330+00 TO STATION 1383+00

PROJECT DESCRIPTION

This project involves the design and construction of a new parclo interchange on the Tri-State Tollway at the northern end of the Mile Long Bridge including mainline widening, ramp construction, crossroad bridge lengthening or reconstruction, toll plazas and crossroad construction. The project will include the addition of one mainline pavement lane plus auxiliary lanes in each direction on the Tri-State Tollway from the Mile Long Bridge to the I-55 exit and entrance ramps. interchange ramps will be provided with toll plazas oriented to and from the north and connect to a new crossroad to be constructed under the end spans of the Mile Long Bridge, generally in accordance with preliminary conceptual layouts furnished by the Authority, all of which will be constructed under Contract MIP-89-448.

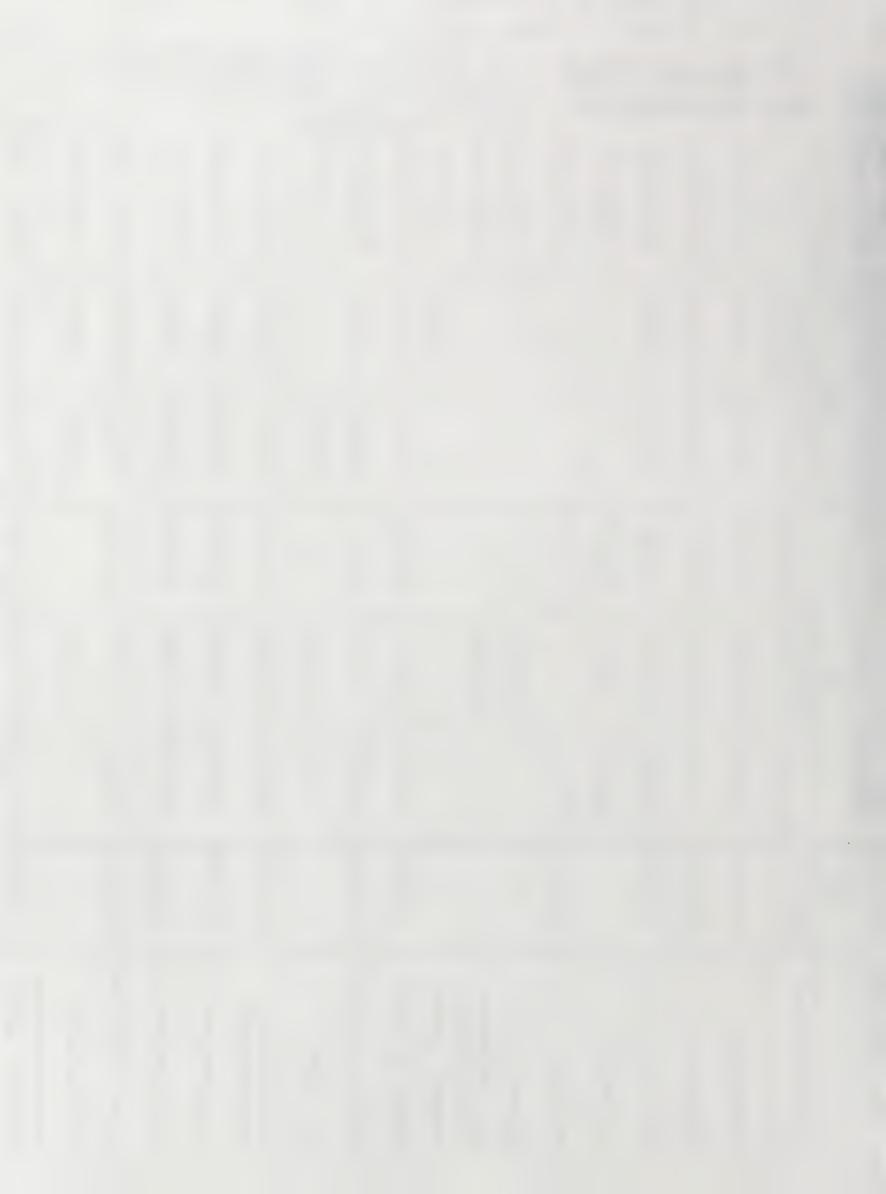
The improvement within the project limits shall be complete and shall include, but not be limited to, embankments, pavement, shoulders, bridge span replacement or lengthening, retaining walls, toll plazas complete with buildings and communications tower, roadway lighting, signing, pavement marking and delineation, traffic barriers and devices, drainage, noisewall, landscaping, maintenance of traffic, and all appurtenant and miscellaneous items.

II. DESIGN SECTION ENGINEER'S SERVICES

The Design Section Engineer's (DSE) services under Contract MIP-89-448 shall consist of the study, design and preparation of contract plans and documents for the above described project together with preparation of any right of way and utility documents required in accordance with the requirements of the Authority's Design Section Engineer's Manual, dated January, 1986, as amended by the Authority, and herein specified. The design criteria, Standard Specifications, materials and construction requirements of the Illinois State Toll Highway Authority shall apply throughout.



	27,015,000	1.880,000	2,828,000 1.880,000		10,409,000	3,950,000 4,338,600 10,409,000 3,610,000	3,950,000	PROJECT COST -
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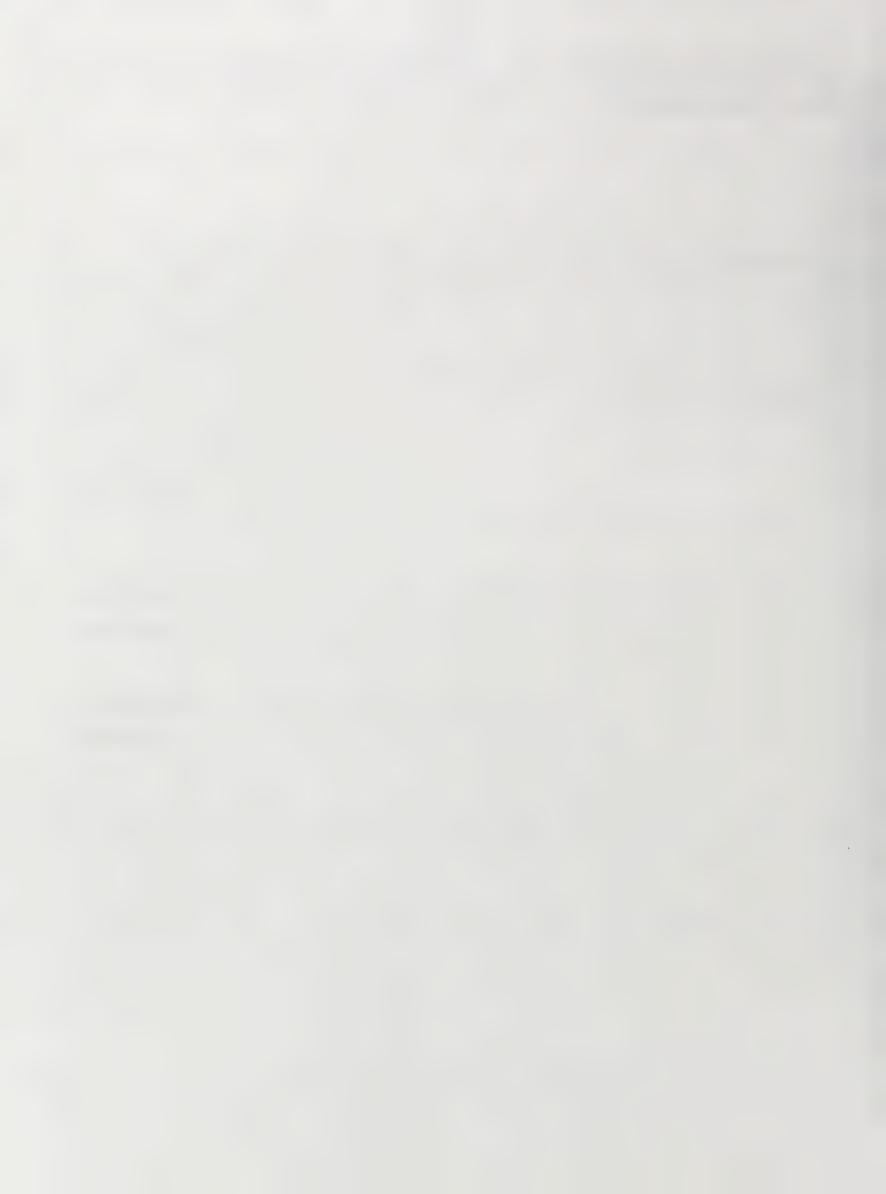




Job No. 3378 Project: 56701		
Subject: 755-600: WILLOW	SPR 14165	
	Sheet of	
By: POM Date: 8-29-89 CV.	Date:	

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From FN71 est			
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	CROSSROAD	\$ 2,258,000	
		\$ 9,726,000	
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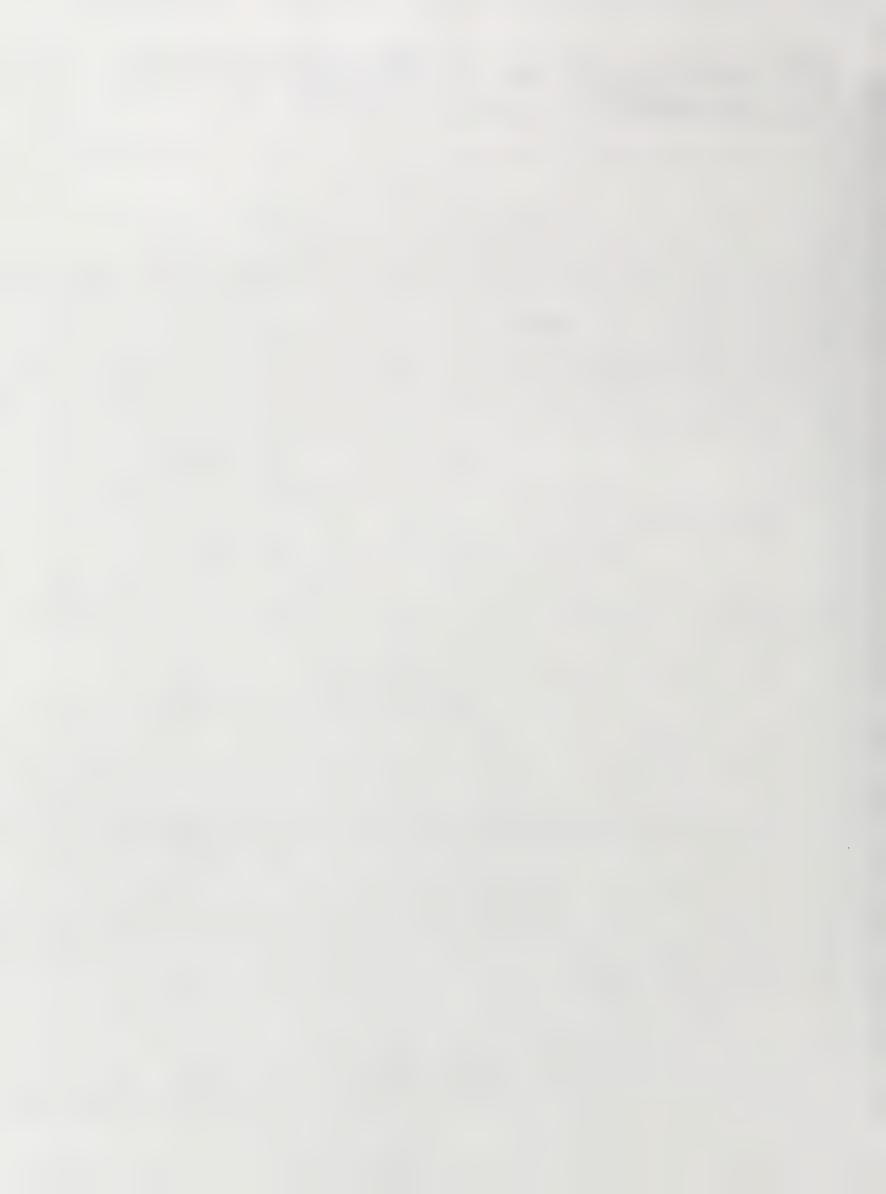
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Job No	Project: 10 Yr. Program Roadway Rehabilitation	
	755-700 Sheet 1 d 4	
By: RA D	ate:Date:	

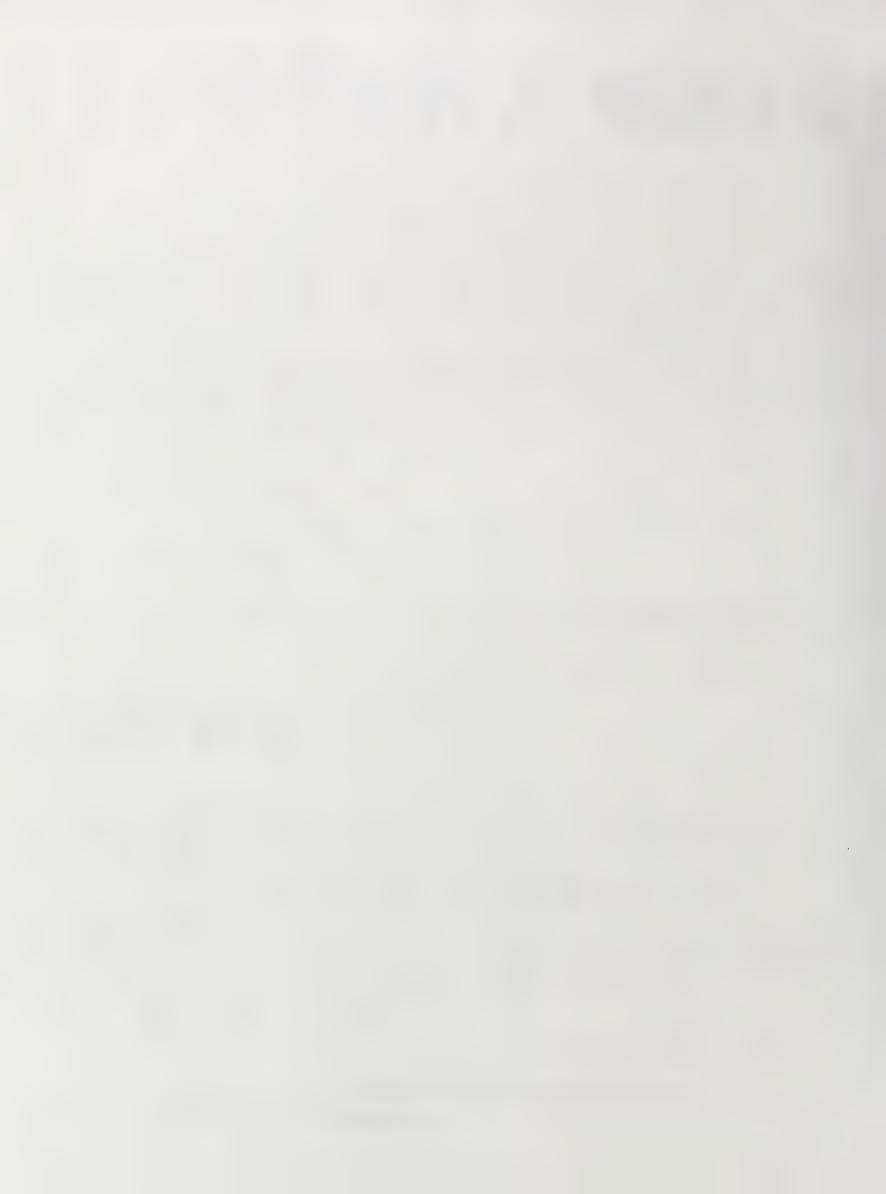
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Job No	Project: 10 Yr. Program	
Subject:	Roadway Rehabilitation	
	755-700 Sheet 3 of 4	
By: RA	Date: 8/17/89 Ck: Date:	

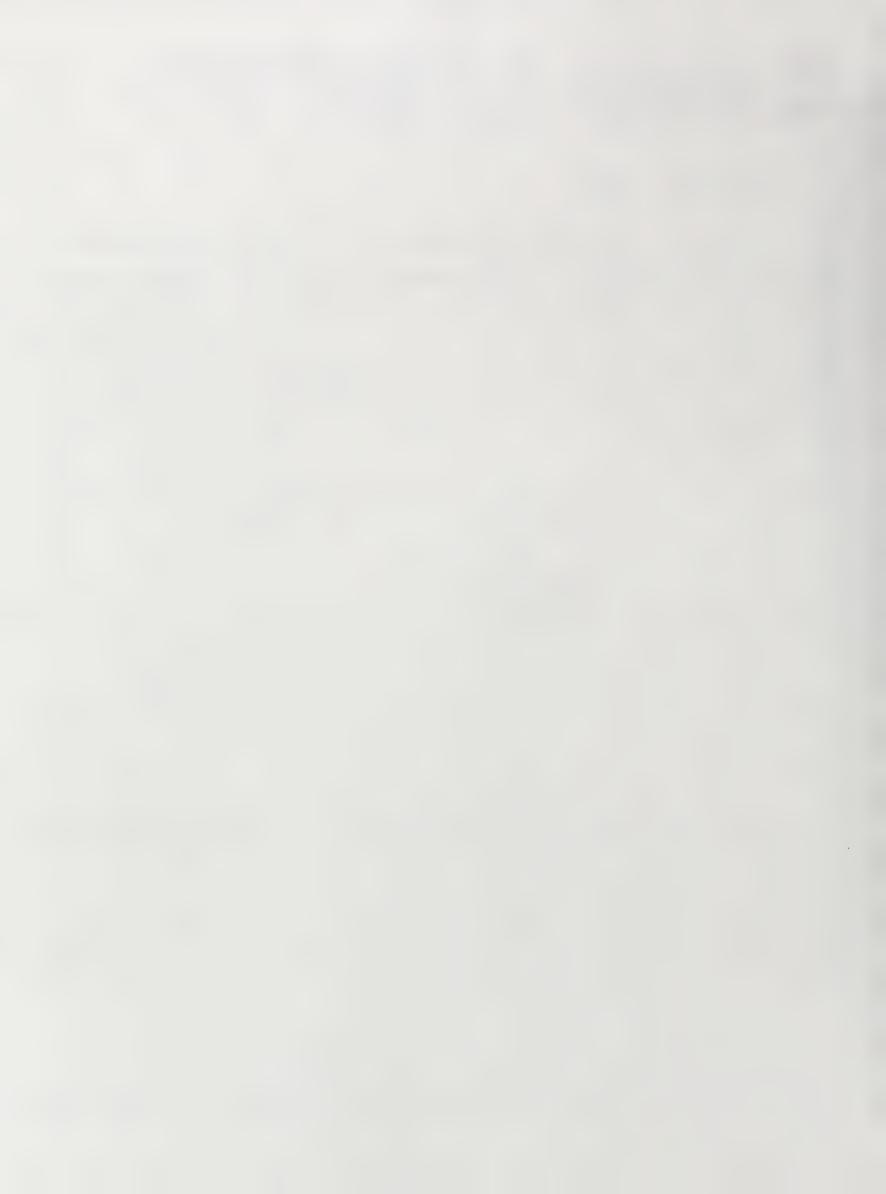
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Structures - Bridge widening (e \$ 65.0 5.9 12' wide addition = 1,723.68 for	Sub-Total pual lane);	\$ 400, 980,7,
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Structures Bridge # 195 - \$ 196 (77.82 x 12 x 2) Bridge # 243 \$ 244	e \$ 65.0 5.9 12' wide addition = 1,723.68 fr	Sub-Total (2) ff = \$ 172,36 (2)	\$ 400,980,7,
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Structures Bridge # 195 - \$ 196 (77.82 x 12 x 2) Bridge # 243 \$ 244	e \$ 65.0 5.9 12' wide addition = 1,723.68 from e \$ 100.0	Sub-Total (2) ff = \$ 172,36 (2)	\$ 400, 980,7,
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Job No	Project: 10 Yr. Program	
Subject:	Roadway Rehabilitation	
	755-700 Sheet 4 of 4	
By: RA	Date: 8/16/89 Ck: Date:	

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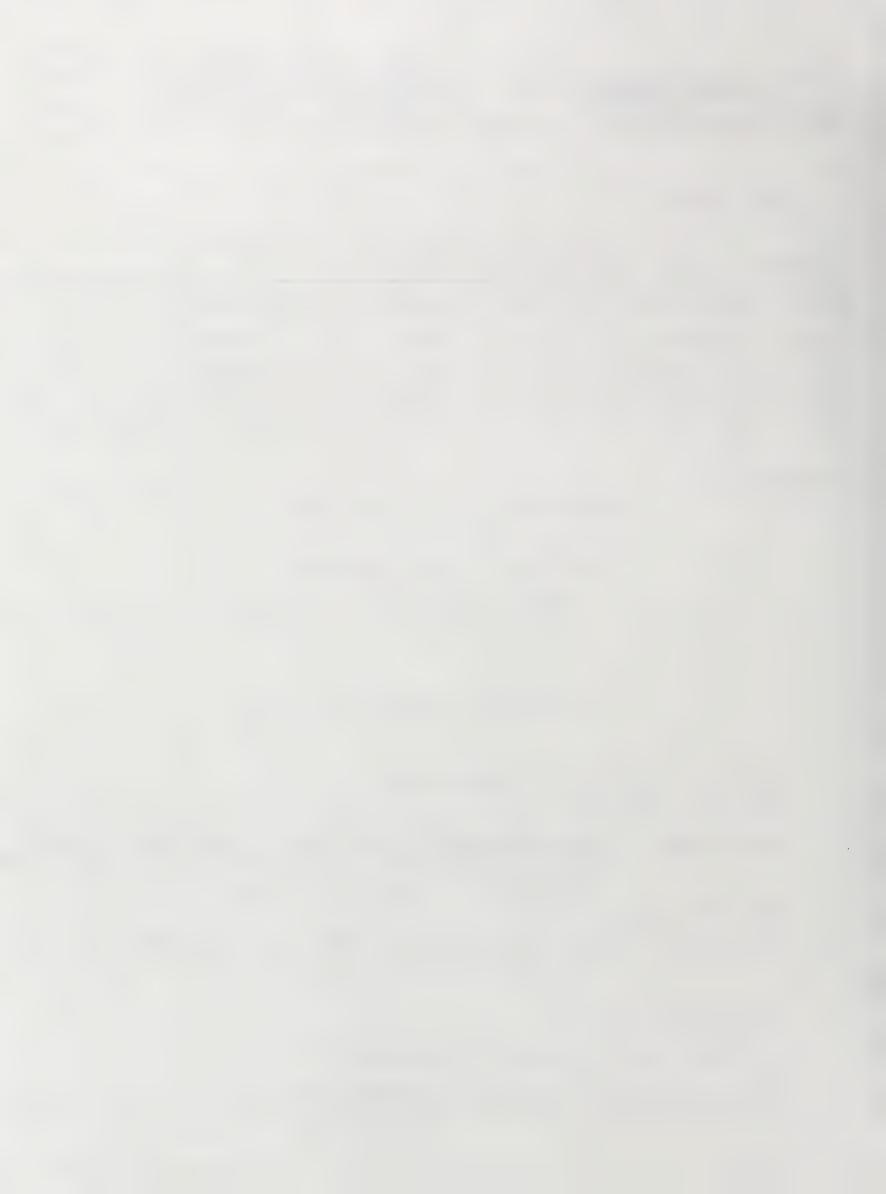




Job No	Project: 10 YI Roadway Reh	r. Program	
	755-700 vate: 8/17/89 Ck:	Sheet Z of 4	

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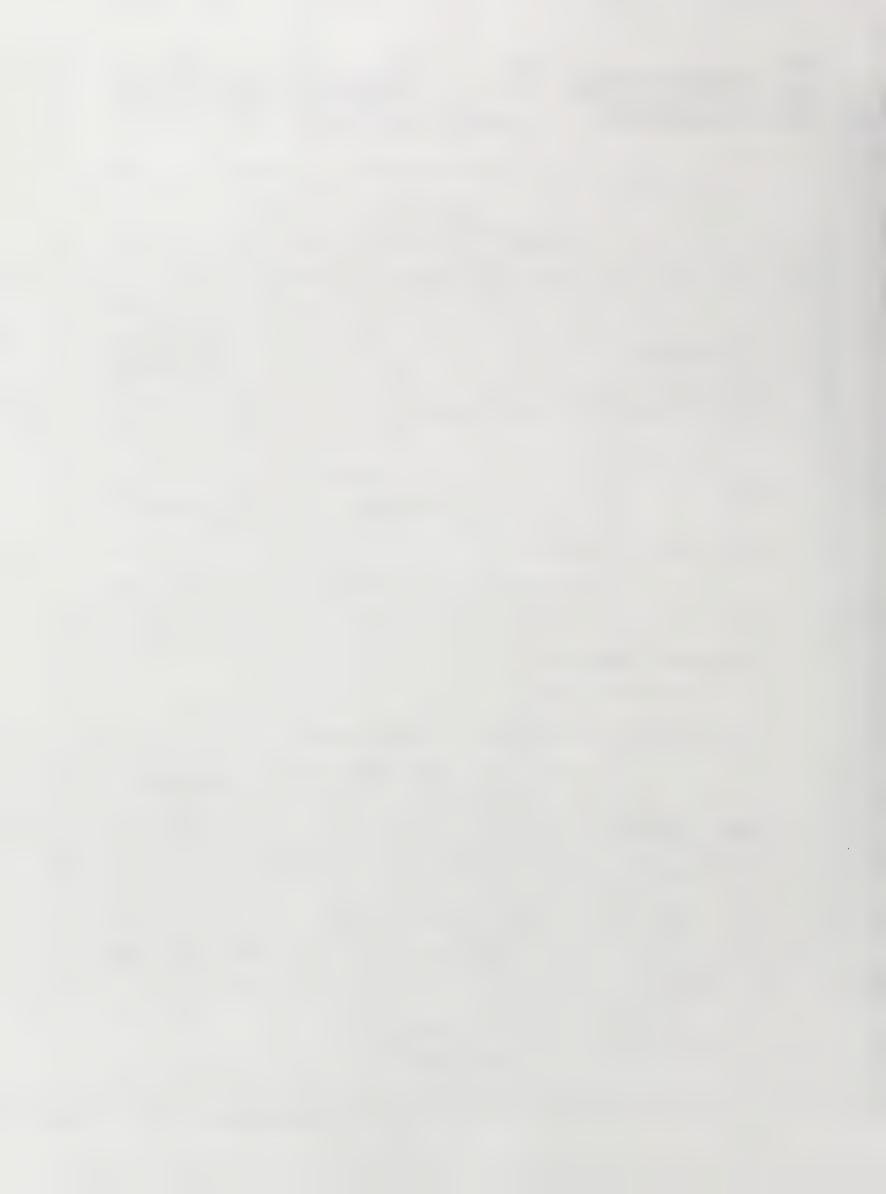
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Structures					
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196 Joliet Rd	4,140	_100.0	1 414,00	00	
243 Flagg Creek	9,354	100.0	1 930,00	00	
204 Flogg Creek	9,374	100.0	1 931,4	00	
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Job No	Project: 10 Yr Program	
Subject:	Roadway Rehabilitation	
•	75N-100 Sheet 1 of 3	
By: RA Da	te: 8/11/89 Ck: Date:	

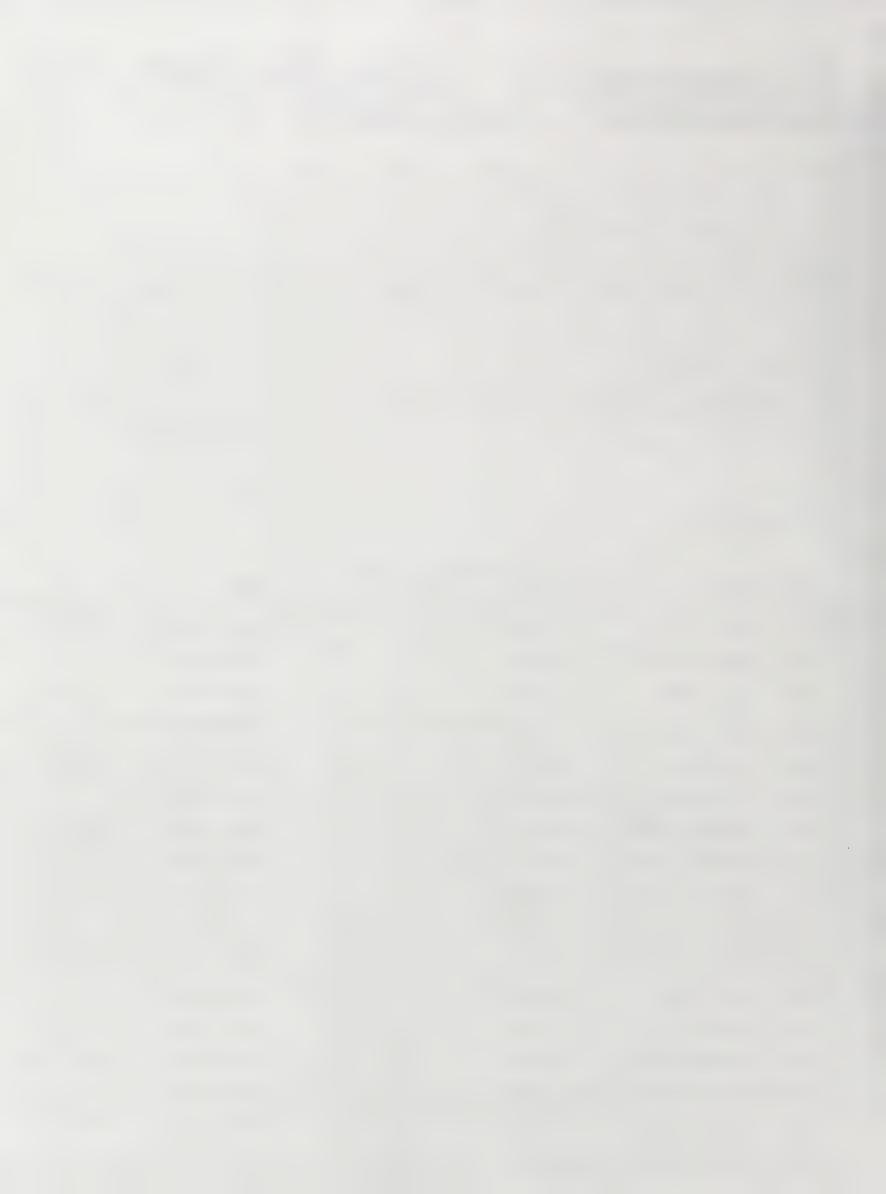
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[(4	(11' \$ 12. (3,718.4) (w should y'wide)	(22+25)]:		7.20 5.4.	4	276	
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Ne (1	(11' \$ 12. (3,718.4) (w should y'wide)	(22+25)]:	87,436	7.20 S.Y.	= £ 702		
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Job No	Project: 10 Yr Program Roadway Rehabilitation	
Subject:	75N-100 Sheet 2 of 3	
By: RA	Date: 8/11/89 Ck:	

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320 Ballard Pd.	4,896		489,00	0
321 Golf Rd.	4,647		464,70	0 150,000
322 GOIF RA	4,112		4.64,70	0
323 C & NW RE.	16,343		1,634,30	0 600,000
324 CONWEL	16,343		1,634,30	
325 Contral Rd	10,619		1,061,90	0 400,000
326 Contral Rd	10,619		1,061,900	
327 MILWOUKEE AV	6,076		647,600	2 700,000
328 Mil Wooker Au			647,60	
329 Loke Ave.	8,733		873,300	320,000
330 Loke Ave.	8,733		873, 300	
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Job No.			Program	
Subject: _	Road way	Rehab	Ilita tion	
			_Sheet _3 of .	3
By: RA	_ Date: 8/11/89	Ck:	Date:	

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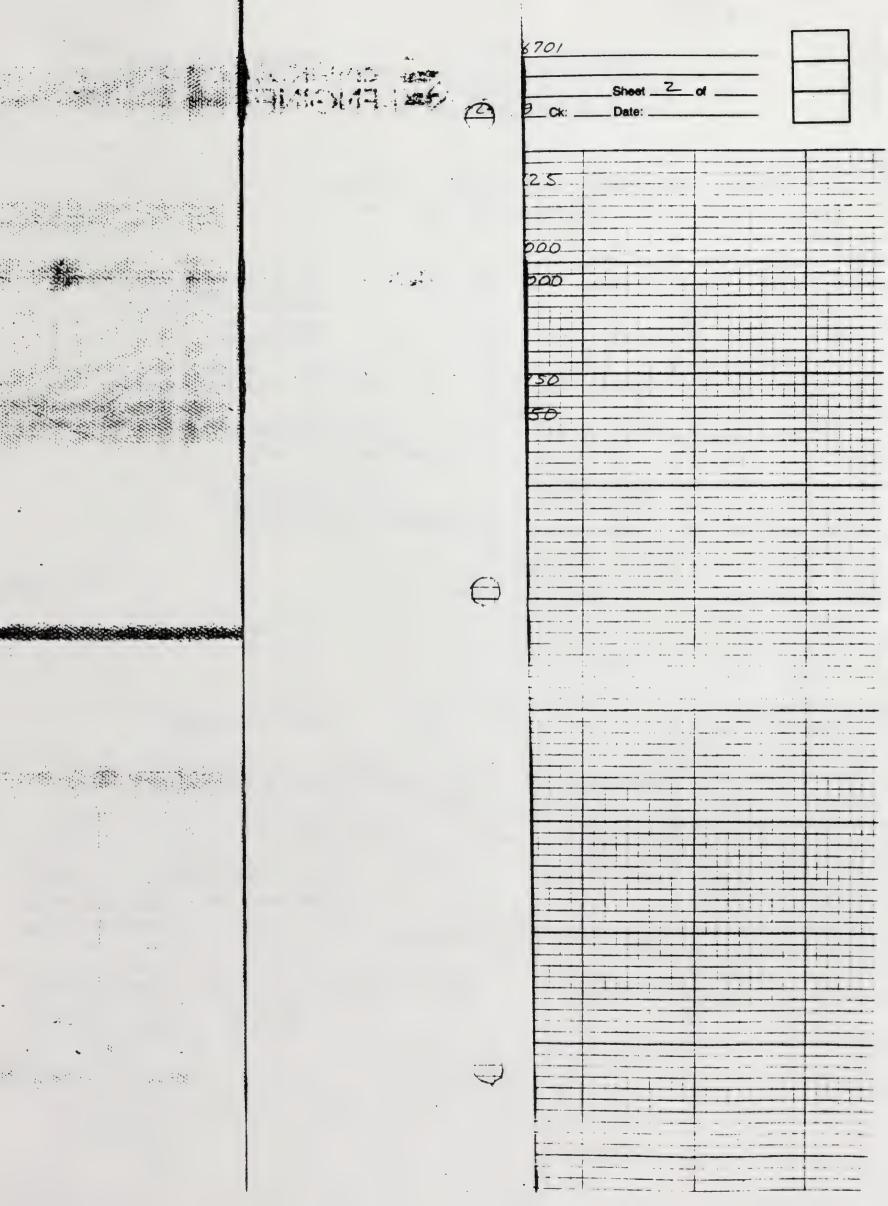




Job No. 3328 Project:	56701	
Subject: TSN-200		
***************************************	Sheet/_ of	-
By: POM Date: 8-24	Ck: Date:	

517 74 RECENT 4.5 CENT 5 SUPERIOR REPRESENTATION OF PRAZA 25 WORKS 35.00 DECREER RECENT (REPLACE) 53.78			1					
53.78 360 DEEREIED (RCPLACE) 401 DUFEY (SQUELLE) 403 V. Z.Z. (VT DAS) ("") 405 EVRT RD. ("") 52.07 3 407 .LLO (RCPLACE) FOLCOMEY WIDEMING: L=(S,9.07=53.78).5280= Z.1.9311E. AV6 ENT H= S: LYF COST= 40.589 + 5 (2)76.91) = 483.79 / W 56.5.44 186.538/W \$13.512.736 \$15.7723.05 W. 22.24 ROADWRY REHARS: L=(61.28=59.07)280) = 15.385 \$18.773.504 (SELTS) ROADWRY REHARS: L=(61.28=59.07)280) = 15.385 \$18.773.504 (SELTS) \$2.723.033 = 7.00-200 \$77.725.931	57A 74 - 13				DEERFEL	RO ER -	72 - 270	VEW _
401 OUFEY (STVELLE) 405 EVRT RO. (") 5207 13 407 166 TRELAGET 61.96 27.19 1176 POLCONY WIDENING: L=(59.07=53.78)5780=71,9311E AVE FILE H=5: LYF COST= 40488 + 50 (2)76.91) = 483.79 /1F 565.44 188:538/10 \$13.512.730 \$15,723.00 \$122.8 ROADWKY REHARS: L=(61.28=59.07)5200) = 15.385 \$15,723.00 \$122.8 ROADWKY REHARS: L=(61.28=59.07)5200) = 15.385 \$15,723.00 \$122.8 \$2.72.30.00 = 75.00.00 \$17.72.50 \$17.72.00 \$77.72.50.00 = 75.00.00 \$17.72.50 \$1.70.72.00 \$77.72.50.00 = 75.00.00 \$17.72.50 \$1.70.72.00		.) PLAZA	25 WORK					
401 DUFEY (STUTELL) 403 V.22 (MTGAS) (" 405 EVRT RD. (") 53.07 13 407 .1.46 TRELAGES POLEMAY WIDENING: L=(5.9.07=53.78).5780=71,9311E AUG ENC H=5:LYF. COST= 40489+5 (2)16.91) = 483.79 /r 565.44 188.53 8/r 43.512.730 \$15,723.05 PLAZA ROADWRY REHARS: L=(61.28=59.07)280) = 15.385 \$18,723.05 PLAZA ROADWRY REHARS: L=(61.28=59.07)280) = 15.385 \$18,723.05 PLAZA 8.7123.033 = 750.250 \$177.25.931 771.740	5370	- 310	DEEREIEIN	(REPLACE				
401 OUEFY (SOVELLE) 403 (L12 (VEORE) (") 405 EVRT RO (") 5207 3 407 .L60 (R6646) 6196 43: 49 L176 POXCWAY WIDEWING: L3(53.07=53.78)5280= Z73311E AVG EIGH H= S': L1/F COST = 40684 + 5 (2)76.31) = 433.73/15 565.44 188538/12 \$13.512.738 \$15.723.308 \$18.538.300.000 \$1.24 ROADWAY REHAB: L=(6/.98=59.07)5280) = 15.385 \$15.723.308 (SELTS) \$17.235.831 75.4230 \$17.4250 \$17.235.831 75.4230 \$17.4250								
401 OUEFY (SOVELLE) 403 (L12 (VEORE) (") 405 EVRT RO (") 5207 3 407 .L60 (R6646) 6196 43: 49 L176 POXCWAY WIDEWING: L3(53.07=53.78)5280= Z73311E AVG EIGH H= S': L1/F COST = 40684 + 5 (2)76.31) = 433.73/15 565.44 188538/12 \$13.512.738 \$15.723.308 \$18.538.300.000 \$1.24 ROADWAY REHAB: L=(6/.98=59.07)5280) = 15.385 \$15.723.308 (SELTS) \$17.235.831 75.4230 \$17.4250 \$17.235.831 75.4230 \$17.4250								
61.96 47-9.4 LITE POROWAY WIDEHING: L=(61.98-59.07)=53.78)5280=27,9311E AVE FILL H=S-1_XF COST= 404.88 + 50(2)76.91) = 483.79/LF 565.44 108-528/LS ROADWAY REHAB: L=(61.98-59.07)=20) = 14.385, 30.000000 PLAZA ROADWAY REHAB: L=(61.98-59.07)=20) = 14.385, 30.00000000000000000000000000000000000								
### ### ##############################		401	DUFFY	(SQUEEZE))			
### ### ##############################								
### ### ##############################								
### ### ##############################		403	VLZZ TIMOAS	7 / 11				
61.96 47.19 LIDE POLOWAY WIDEWING: L=(S.9.07=53.78)5780=77,9311E AVE FILL H= S'LLYF COST= 42458 + 6(2)16.91) = 483-79/LE 565.44 108:530/LS 413512-738 15.79330=0007 ROADWRY REHAB: L=(61.98=59.07)5280) = 15,385 18,793300 (SELTS) 43.773,093=75-11-210 17.8 ADD: 6.583.000 05.11								1 1 1
61.96 47:14 11.176 PDADWAY WIDENING: L=(5.9.07=53.78)5780=77,9311E AVG FILL H=S:LYF COST=49488+5 (2716.91) = 483.79/LF 565.44 18853812								
61.96 27:44 11.176 PDADWAY WIDENING: L=(\$9.07=53.78)5780=77,9311E AVE FILL H=S':LYF COST= 4.4489+5 (2716.91) = 483.79/LF 565.44 188.538/L2 ROADWAY REHAB: L=(61.98-59.07)\$280) = 15,385 \$18,793.309 (SEL 72) \$5.723.093 = 75.4250 \$5.723.093 = 75.4250 \$5.723.093 = 75.4250		705	F1/07 00					
61.96 27-14 11.776 PDLOWLY WIDENING: L=(5.9.07-53.78)5780=77,9371E AVG FILL H=5':L7F COST= 4.0689 + (5.02)76.91) = 483,79 /LF 565.44 108.53 8/19 \$13.512.738 \$15,793.305 800 ROADWRY REHAB: L=(61.98-59.07)5280) = 15,385 \$18,793.309 (SELTS) 242.31 75.W-2.50 \$17.7.25 9.31 75.W-2.50 \$17.7.25 9.31 75.W-2.50	4	4						
61.96 27-14 11.776 PDLOWLY WIDENING: L=(5.9.07-53.78)5780=77,9371E AVG FILL H=5':L7F COST= 4.0689 + (5.02)76.91) = 483,79 /LF 565.44 108.53 8/19 \$13.512.738 \$15,793.305 800 ROADWRY REHAB: L=(61.98-59.07)5280) = 15,385 \$18,793.309 (SELTS) 242.31 75.W-2.50 \$17.7.25 9.31 75.W-2.50 \$17.7.25 9.31 75.W-2.50								
61.96 27-14 11.776 PDLOWLY WIDENING: L=(5.9.07-53.78)5780=77,9371E AVG FILL H=5':L7F COST= 4.0689 + (5.02)76.91) = 483,79 /LF 565.44 108.53 8/19 \$13.512.738 \$15,793.305 800 ROADWRY REHAB: L=(61.98-59.07)5280) = 15,385 \$18,793.309 (SELTS) 242.31 75.W-2.50 \$17.7.25 9.31 75.W-2.50 \$17.7.25 9.31 75.W-2.50	- /3	3						
POLOWAY WIDENING: L=(5.9.07=53.78)5280=77,931LE AUG FILL H=5:LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188:530/2 **13.5/2.738- \$15,793.305 00 **1	59.07	407	160	(REERB)				
POLOWAY WIDENING: L=(5.9.07=53.78)5280=77,931LE AUG FILL H=5:LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188:530/2 **13.5/2.738- \$15,793.305 00 **1								
POFOWAY WIDENING: L=(5.9.07=53.78)5280=77,931LE AUG FILL H=5:LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188.530/2 \$13,5/2,738= \$15,793,305 00 \$13,5/2,7								
POFOWAY WIDENING: L=(5.9.07=53.78)5280=77,931LE AUG FILL H=5:LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188.530/2 \$13,5/2,738= \$15,793,305 00 \$13,5/2,7								
POFOWAY WIDENING: L=(5.9.07=53.78)5280=77,931LE AUG FILL H=5:LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188.530/2 \$13,5/2,738= \$15,793,305 00 \$13,5/2,7								
PORDWAY WIDEMING: L=(5.9.07-53.78)5280=77.931LE AUG FILL H=5':LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188.538/2 ROADWAY REHAB: L=(61.98-59.07)5280) = 15,385 # 18,793,309 (SELTS) 242.31						*		
POFOWAY WIDENING: L=(5.9.07=53.78)5280=77,931LE AUG FILL H=5:LYF COST= 40688+ fo (2)76.91) = 483.79/LF 565.44 188.530/2 \$13,5/2,738= \$15,793,305 00 \$13,5/2,7								
PORDWAY WIDEMING: L=(5.9.07-53.78)5780=77.931LE ANGERIC H=5':LYF COST= 4.0689+ fo (2)76.91) = 483.79/LF 565.44 188.538/2 #13,5/2,738- #15,793,305 00 PIAZA #13,5/2,738- #15,793,309 PIAZA #13,5/2,738- #18,793,309 (SELTS) 242.31 75N-25D #3,723,093 = 7-N-210 #17,2 5, 931-75N-210				L !				
PORDWAY WIDEMING: L=(5.9.07-53.78)5780=77.931LE ANGERIC H=5':LYF COST= 4.0689+ fo (2)76.91) = 483.79/LF 565.44 188.538/2 #13,5/2,738- #15,793,305 00 PIAZA #13,5/2,738- #15,793,309 PIAZA #13,5/2,738- #18,793,309 (SELTS) 242.31 75N-25D #3,723,093 = 7-N-210 #17,2 5, 931-75N-210								
POLOWAY WIDENING: L=(5.9.07=53.78)5780=77,931LE AUG FILL H=5:LYF COST= 4.0688+50 (2)76.91) = 483.79/LF 565.44 +88.538/2 ROADWAY REHAB: L=(61.98-59.07)5280) = 15,385	-							
AUG. FILE H = S': LYF. COST = $4.0484 + \frac{5}{10}(2)/16.91$) = $483.79/1F$ = 565.44	61.98	013-414	1/776					
AUG. FILE H = S': LYF. COST = $4.0484 + \frac{5}{10}(2)/16.91$) = $483.79/1F$ = 565.44	61,98	013-414	1/776					
ROADWRY REHAB: L=(61.98-59.07)5280) = 15,365 \$ 18,793,304 (SELTS) 242.31 75N-2.50 \$3,723,093 = 7-N-210 \$17,235,931 - 75N-210			and the second s	9.07-53.7	3)5780=77	93176		
ROADWAY REHAB: L=(61.98-59.07)\$280) = 15,385 \$ 18,793,304 (SELTS) 242.31 75N-250 \$3,723,093 = 75N-210 \$17,235,931-75N-210	POLOWLY	WIDER	VING: 1=15	9.07-53.78	3)5780 = 77		565.44	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	POLOWLY	WIDER	VING: 1=15	9.07=53.78 6.88+5 (2) 8.53A/19	3)5780 = 77			
242.31 75NF25D \$ 3,723,093 - 75N-210 \$ 17,235,831 - 75N-210 9/8 ADD: 6,583,000	POLOWLY	WIDER	VING: 1=15	9.07-53.78 6.89+5 8.538/29	3)5780 = 77 76.91) = 413,51			
242.31 75NF25D \$ 3,723,093 - 75N-210 \$ 17,235,831 - 75N-210 9/8 ADD: 6,583,000	POLOWLY	WIDER	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) =	183,79/LF 2,738 \$	15,793,305	PLAZA
\$17.235,831 75 W-710 9EN	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) =	183.79 /LF 2,738 #	15,793,305 3,000,000	PLAZA
\$17.235,831 75 W-710 9EN	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = # <u>/3,51</u> 80) = /5	183.79/LF 2,738 # 1,385 # 242.31	15,793,305 3,000,000 18,793,305	PLAZA (SEL 755
9/8_A00: 6.583_000	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = # <u>/3,51</u> 80) = /5	183.79/LF 2,738 # 1,385 # 242.31	15,793,305 3,000,000 18,793,305	PLAZA (SEL 755
7/8 AU : 6.38 > 000	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N	PLAZA (SEL 75)
7/8 AU : 6.38 > 000	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N	PLAZA (SEL 755
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N	PLAZA (SEL 755 -2.50
J. 25,3%,364	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1365 # 242.31 3,093 = 7	15,793,305 3,000,000 18,793,305 15N W-210	PLAZA (SEL 75) -2.5D
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	PLAZA (SEL 755 -250
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	PLAZA (SEL 755 -250
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	PLAZA (SEL 755 -250
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	PLAZA (SEL 755 -250
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	ELAZA (SEL 755 -2.50
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	ELAZA (SEL 755 -2.50
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	PLAZA (SEL 755 -250
	POFOWA:	WIDER H=S':L	VING: L=(5 XI- COST= 4.6 +8	689+5 (2) 8538/29	76.91) = \$13,51 30)	183.79 /LF 2,738 # 1,365 # 242.31 3,093 - 7	15,793,305 3,000,000 18,793,305 75N W-210	PLAZA (SEL 755 -250



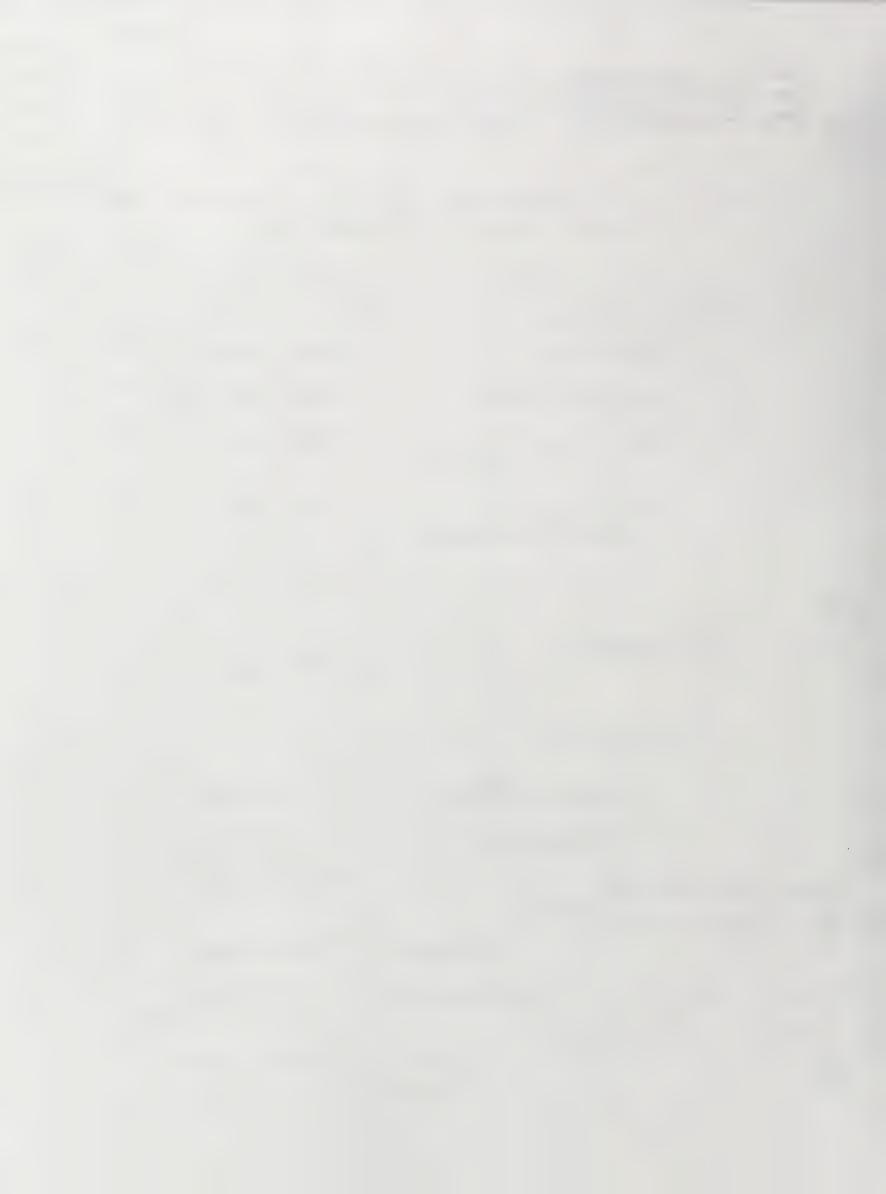






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Job No Project:		
Subject:	Sheet of	
By: 11 Date: 9-8-89 CK:	Date:	

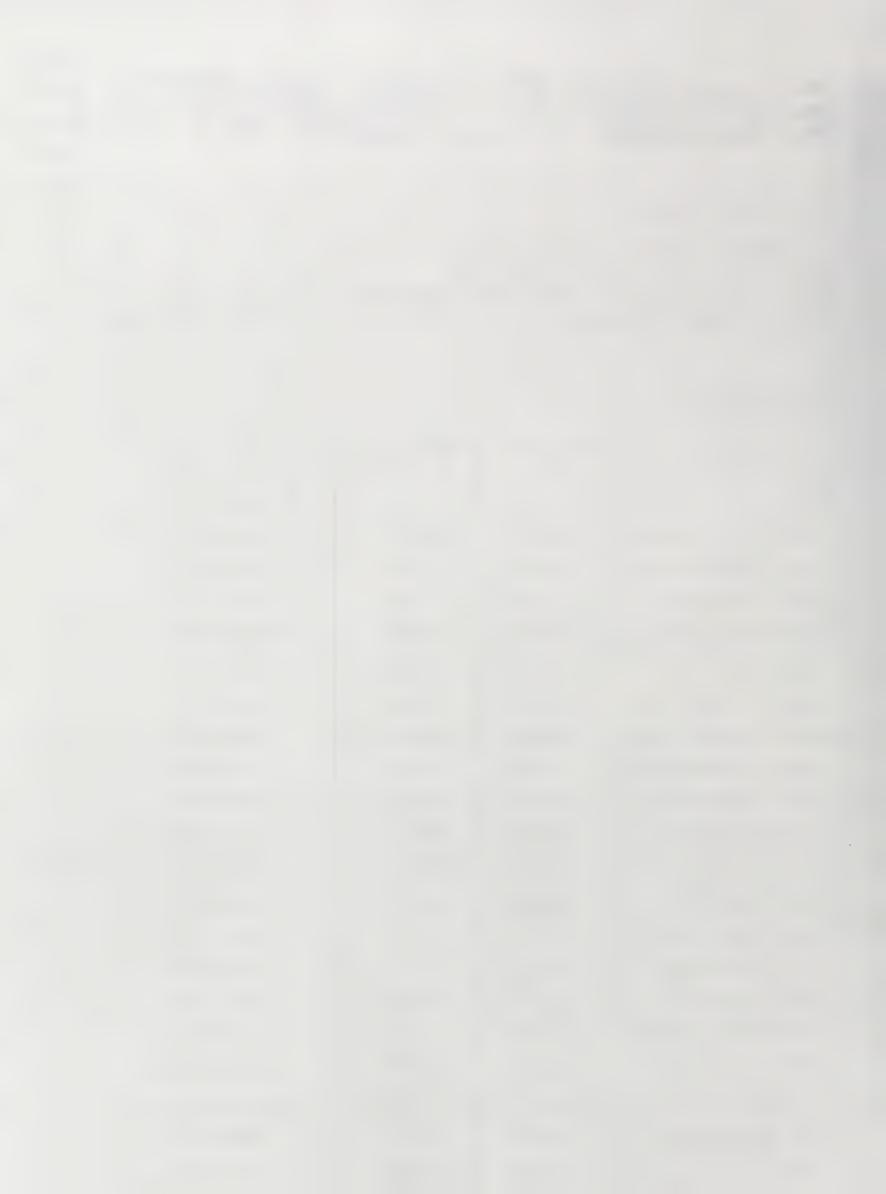
SPLIT OF DESCRIBIO PL S.B. PLAZA @ B	JERETT RD.
CONSTRUCTION	
KONDWAY	6,583,000
MAINUNE PLAZA	3,550,000
MODIFICATIONS TO HALF DAY PD PLAZA	880,000
MODIFICATIONS TO EVEROTRED BRIDGE	487,000 V
	11,500,000
ENGINEERING	\$ 1,495,000
RIGHT OF WAY	
13 Acres @#30,000/Ac	\$ 390,000
ACOUSITON	39,000
floodplain comparation	2429.000
wellands. Substant	413,424,000
ea would be Connubined (10%)	1,342,000
the existing prier	\$ 14,766,000





Job No	Project: 10 Yr. Program	
Subject:	Roadway Rohabilitation	
	75N-300 Sheet 2 of 3	
By: PA	Date: 8/14/89 Ck:Date:	

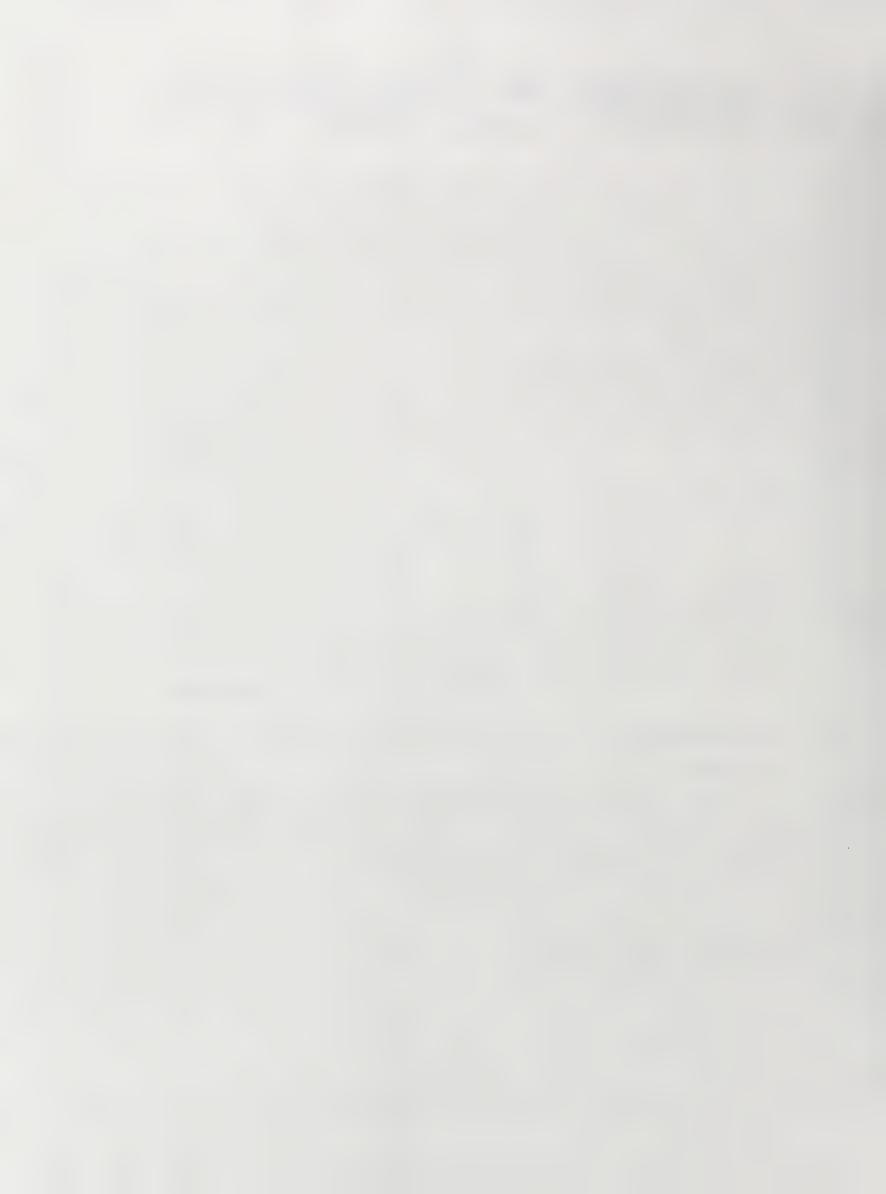
				
Interchanges.				
	- / - /			
Modifications to				
IL Rie IZI, Cira	ud Ave Ros	ecrous Rd		
& skokre High	hway		\$ 28,000,000	111111
structures				
3/10/10/83				
Bridge # / Loc.	Deck area	Constr. Cost	Cost	
	<i>f7</i>	- W / FT		
# 415 C.M. St. PAPER	6,141	100.0	\$ 614,100	
416 C.M. St. P. & P. RR	6,141	100.0	614,100	
-417 Atkinson Rd.	1,844	78.0	438,300	
419 Buckley Pd.	73,122.5	71.0	984,187	
+21 O'Plaine Rd.	10,700	71.0	787,500	
423 16 Rte. 120	8,10r.T	100.0	810,00	
424 IL Rte. 120	11,459,	100.0	1,145,950	
425 Des Ploines River	6,986	100.0	695,600	
426 Des Plaines River	6,976	100.0	695,600	
427 Milwaukee Ave.	74, 471	100.0	1,447,100	
429 Woshington St.	4,669	100.0	0.66,900	
430 Washington St.	4,669	100.0	466,900	
431 Groud Ave.	26,738.5	100.0	2,673,810	
433 Steorns School	7,324	710	399,794	
437 MILL Creek	4,433	100.0	943,300	
436 MITI Creek	4,433	100.0	443,300	
437 Wadsworth Rd.	7,432	75.0	777,382	
439 Kelly Rd.	7,364	100.0	402,300	
441 Rosecrous Pd.	73.079	100.0	7, 307,900	
443 old state Hwy stoke Ro, US 41	8,298	100.0	829,800	
445 " " " " "	8,012		B05.720	
447 Relocated US 41	21_7219	100.0	12,121,900	





Job No. 332	8 Project: 10	yr. Prog:	aru	
Subject:	Roadway	Rehabilita;	1104	-
	TSN-30		1 d 3	_
By: RA D	ate: 8/14/89	_ Ck: Date: _		_

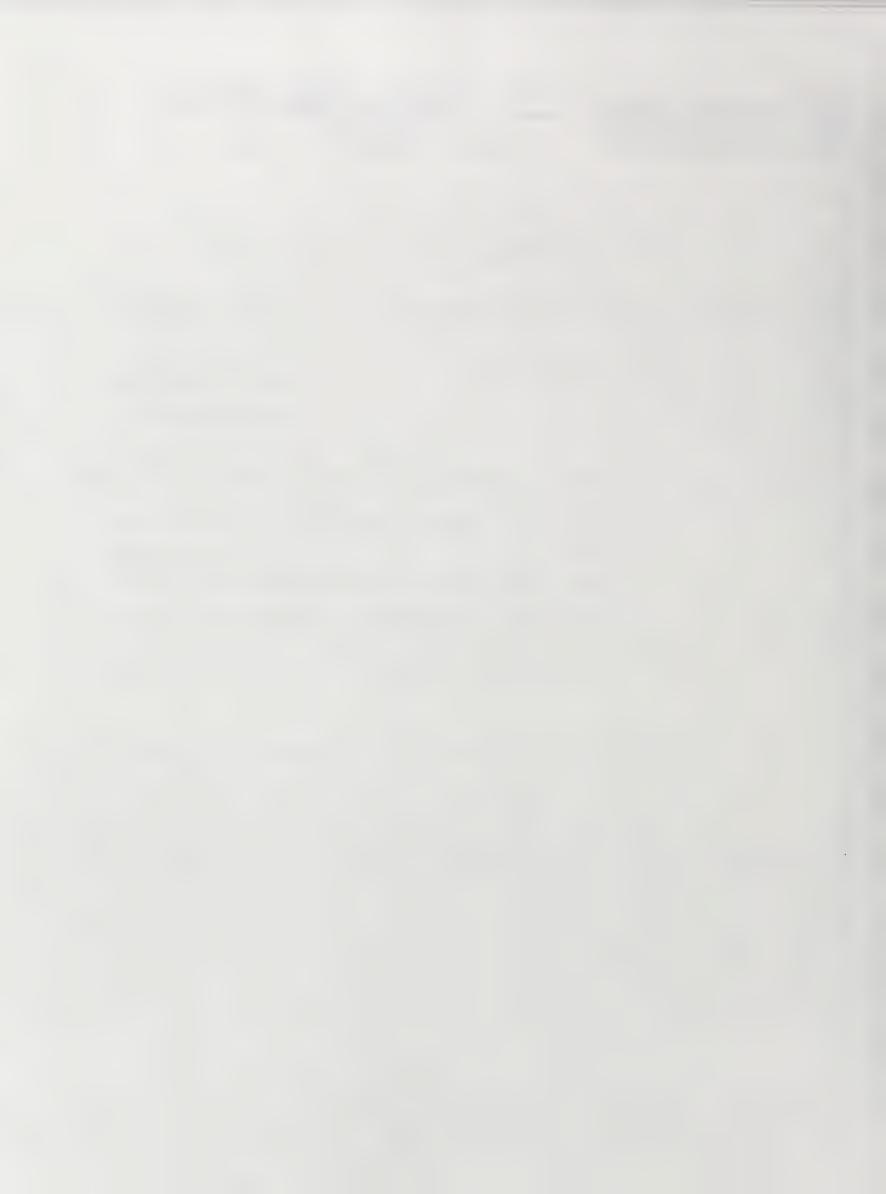
			7-21/200				+
			-TSN-300				
		From	1 W.P. 21.98 to	W.P. 77.21			
			1.27 Miles = 80,	625.614			
Poorwey	+						
Exist. SUL	COM	oval					
37' wide po	V. 104C4	airectio	uy				
180 625	6)737K	2) = 9	= 662,921	6.5.4			
L			= 662,921. C\$ 2.20 5.4.	=\$ /,	418 42	7	
							-
New our	rlay	3")					
		a manual and a series	.Y. e \$ 8.91.5.		201 10	· · · · · · · · · · · · · · · · · · ·	
	.662, 9	61.6.2	11. 67 0.7/13.	1. = P , 5	06,93		
		A					
Shoulder							
(11: 1.12.	V' Wide	=)					
		J)	1		
		-					
		-	9 = 421,041	5,4.			
		-	9 = 421,045 @ \$ 2.20 5.4.	5. y. = \$ 9	26,299	•	
[(80,621	-,6)(22	+25)];	9 = 421,045 @ \$ 2.20 5.4	5.Y. = \$ 9	26,299		
New_sh	oulder;	+25)];	9 = 421,047 @ \$ 2.20 5.4.	5. Y. = \$ 9	26,299	•	
[(80,621	oulder;	+25)];			26,299	•	
New_sh	oulder;	+25)];	= 161, 251, 21,				
New_sh	oulder;	+25)];					
New_sh	001der;	+25)];	= 161, 271, 2 1, 0 \$ 26,2 1, E	=/-4,,			
New_sh	oulder;	+25)];	= 161, 251, 21,	=			
New_sh	001der;	+25)];	= 161, 251, 2 1, C \$ 26,2 1, F	=	224,78/		
New_shi (11' wide)	80,62	+25)];	= 161, 271, 2 1, 0 \$ 26,2 1,2 = 161, 271, 2 1, 0 \$ 29,77	=	224,78/		
New she (11' wide) (72. Twite)	80,621 Refres	+25) + 25 × 2 2×2	= 161, 271, 2 1, 0 \$ 26,2 1,2 = 161, 271, 2 1, 0 \$ 29,77	=	224,78/		
New she (11' wide) (72. Twite)	80,62	+25) + 25 × 2 2×2	= 161, 271, 2 1, 0 \$ 26,2 1,2 = 161, 271, 2 1, 0 \$ 29,77	=	224,78/		
New 3h (11' wide) (72. Twide) Pressure 5' lou	80,621 Refres	+ 25) + 25 × 2 25 × 2 2014/3	= 161, 271, 2 1, 0 \$ 26,2 1, F = 161, 271, 2 1, 0 \$ 29, 77	=	224,78/		
New_shi (11' wide) (12.1 wide) (72.1 wide) Pressure 5' lou	80,621 Refret	+25) ; 21 × 2 Joints 20' 700) 2	= 161, 271, 2 1, 0 \$ 26,2 1, p = 161, 271, 2 1, 0 \$ 29, 77	=	224,78/		
New_shi (11' wide) (12.1 wide) (72.1 wide) Pressure 5' lou	80,621 Refret	+25) ; 21 × 2 Joints 20' 700) 2	= 161, 271, 2 1, 0 \$ 26.2 1, F = 161, 271, 2 1, 0 \$ 29, 77 = 108 2, 220 5.9.	=	300,448		
New_shi (11' wide) (12.1 wide) (72.1 wide) Pressure 5' lou	80,621 Refret	+25) ; 21 × 2 Joints 20' 700) 2	= 161, 271, 2 1, 0 \$ 26,2 1, p = 161, 271, 2 1, 0 \$ 29, 77	=	224,78/		
New_shi (11' wide) (12.1 wide) (72.1 wide) Pressure 5' lou	80,621 Refret	+25) ; 21 × 2 Joints 20' 700) 2	= 161, 271, 2 1, 0 \$ 26.2 1, F = 161, 271, 2 1, 0 \$ 29, 77 = 108 2, 220 5.9.	=	24,781		





Job No.		. Prog		
Subject:	Roadway Rok	abilifa	+104	
	T5N-300	Sheet	of	
BY: RA D	ate: 8/14/89 Ck:	Date:		

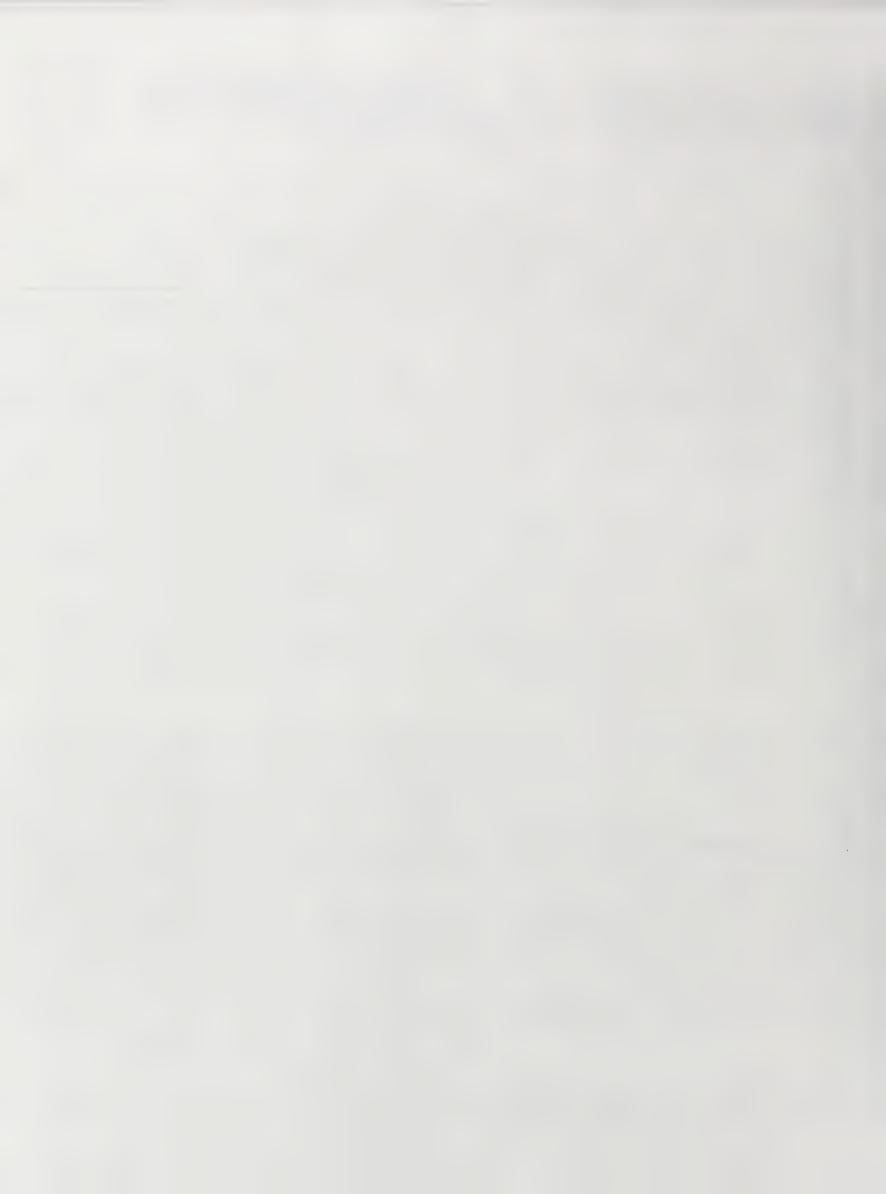
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			*	64,612,219
			P	64,616,617
				
0000	10.5	0	# 242	
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Job No	Project: 10 Yr Program	
Subject:	Roadway Rehabilitation	
	TSN-ESP Sheet 1 of 2	
By: RA	_ Date: Date:	

					
	T3N-E	S.D			
	M.P. 48.4		73.0		
4	6 Miles =	24,288 11			
					11-1-
Povement;					
Exist. Surf. removal					
(both directions 12.V W	de lanes)	1			
(24,288)(12.Tx4)		24 433 54	/		+ + + + + + + + + + + + + + + + + + + +
(24,000)(12,1,4)					
	0 \$	2.20 3.4	=\$ 296	,873	
New overlay (3")	<i>5</i>				
134,9	33 5.4. C &	B. 91. 3.4	= 1,202	, 27.3	
Shoulder Removal;					
Julius / Keimer S					
(11' & 5' wide).					
	7				* *
(24,288 × 2)(11+V)	1 -9 = 8	6,377.35	4		
	@ \$	2.20 5.4.	= \$ 189	986	
Now shoulder;					
(11' wide)					
29,288 x 2	= 48,1	76 C.F			
	@ \$ 26	20 6,4	= \$ 1,77	-,69/	
(r' wide)					
24,788×7					
	-0 11/	8-LiF-	= \$ 173	, 171	
Dre 2.11					
Pressure Relief joints					
1 long @ LVOOF	7				
(24,288 - 1000) 2 =	32			- ADD 32	プラブ
(32× × × 2r) - 9 =		a tren	y - d >		
	T. J.	1 0 N. O. 7	·1	1	1 -1





Job No	Project: 10 Yr. Program	
Subject:	Roodway Rehabilitation	
	TSN - ESP Sheet 2 of 2	
By: RA	Date: 8/11/89 Ck: Date:	

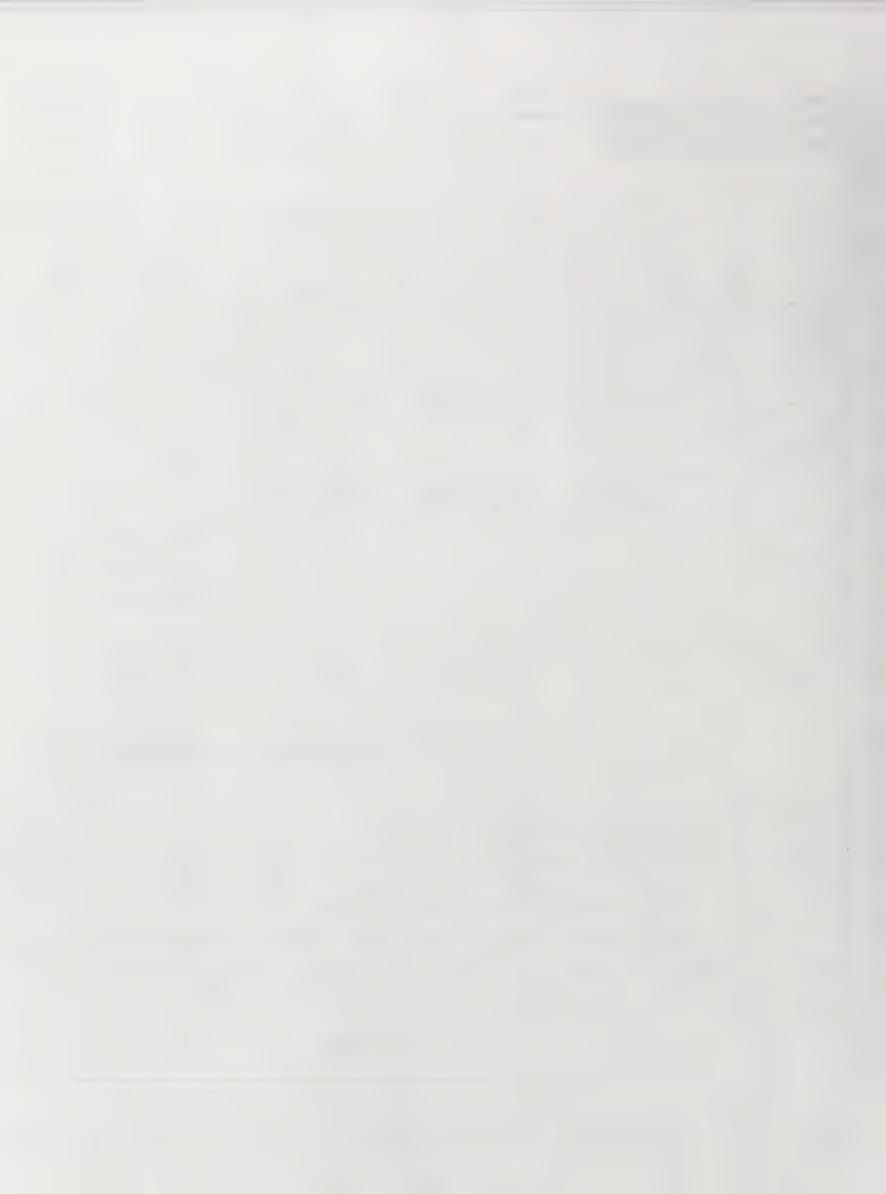
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- Interchang	-5			
Modifications	to Interc	Hanges		
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			- 10 000 000	
	00,000 80		= \$ 8,000,000	
Structures				
				
	- Nact - Aren	1 Court Cost		
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\$ 361 Edens Expuy US 41	9,198	\$100.0	979,800	
3V7 SKOKLE HWY,	772		1/13 000	
SV / SKOKW HWY	6,439		643,900	
3rg Skokie Hwy	6,610		661,000	
34.9.3				
3VV C & NW RR	14,732		1,473,200	
3V6 C & NW RR	14, 732		1,473,200	
the contract of the contract o				
3V3 E. Fork of Chi RIVI	2,706		210,600	
· · · · · · · · · · · · · · · · · · ·		9 mg 10 1 mg 12 mg		
. 354 E. Fork of Chi. RIV	2,106		210,600	
35/ Workegon Pd Plots	21,123.		2,112,300	
349 CM St.P. &P AL	12-015		1,301,100	
. 347 . 679 3777 . 77 . 74	13,011		11011110	
350 CH 81 P. 4 P.P.	13,010		1,301,000	
347 W. Fork of Chi. RIV.	4634		163,400	
348 W. Fork of Chi. Riv.	1,634		163,400	
345 Pfingston Rd	6,300		630,000	
			500-Total	11,304,421
		- dependence is a second-company		
	e se e e de se e			
1				





	Project:			-
Subject: _			Sheet of	
By:	Date:	Ck:	Date:	

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6 LANE				1	709,233.	
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			13,492,	224	7.45,137	
WIDEN	N.A.	1, 0	5,370,	B16	1201,776	
6-8			STR. 6,110,0	·	830,000	
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Job NoProject		
Subject:	Sheet of	
By: Date:	Ck: Date:	

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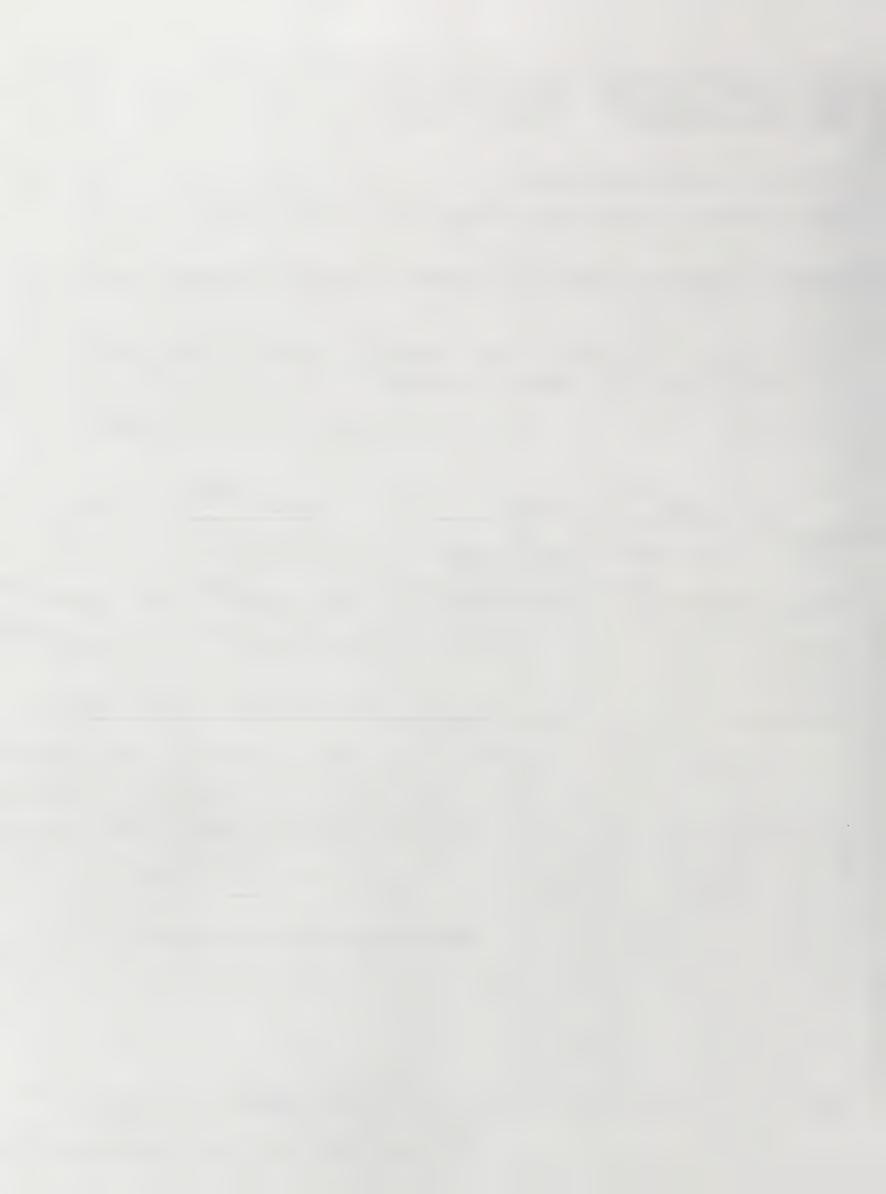
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Job No 28 Project: 56701		
Subject: NWE-200		
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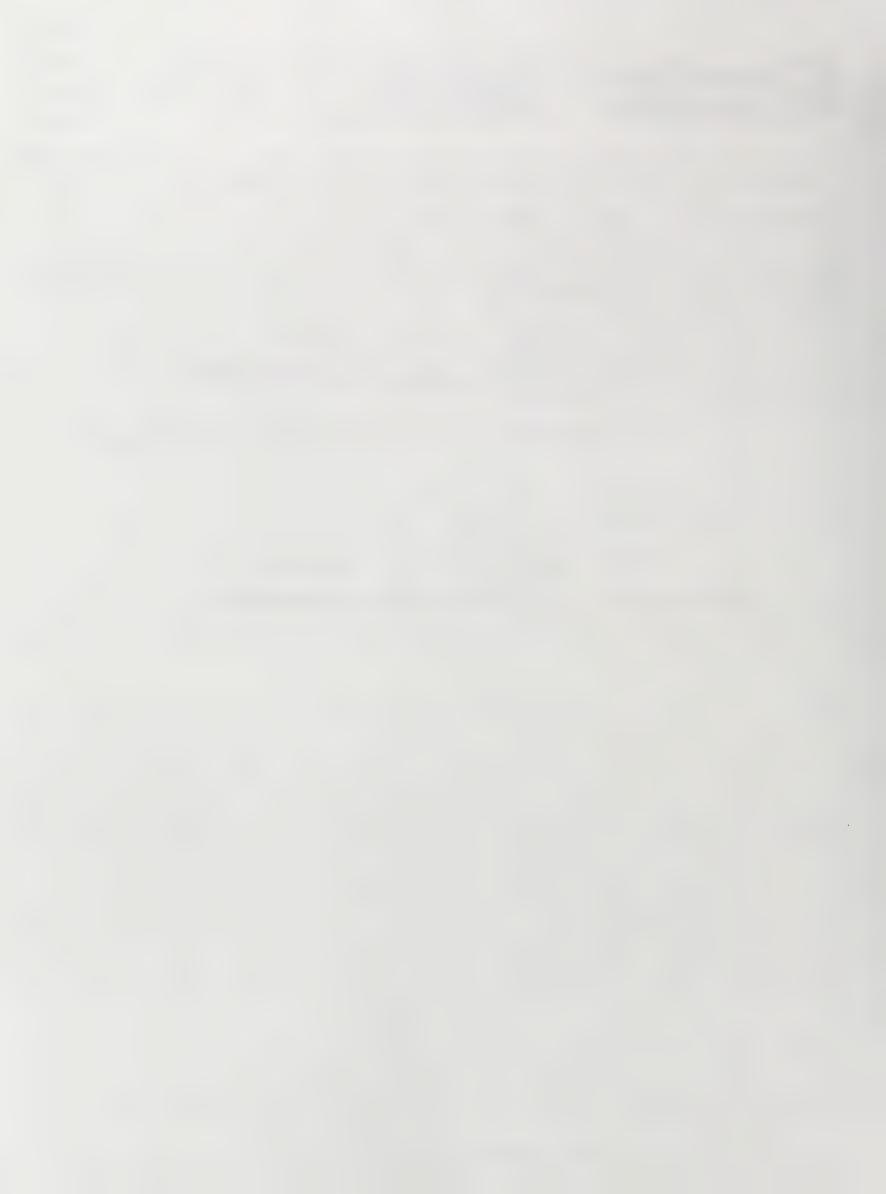
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INCREASE FACTOR				
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6400'	-19.000		13,200	17,700
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6une \$2,777,728	\$ 8,246,	380 5	5,779,064 Curoca	\$4,288,887
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			0,4 10,300	D 11, 200, 110
TRUCTURE .			(700 000	\$ 830,000
3 LANES			6,100,000	\$ 630,000
-				
COSTS COMMON	70 ALL_ALTER	NATIVES: IL		DOD (RAMPS, MAZA, RIW.
				DDD (PLAZA REMOVE
ALT#	#			DOO (RAPIK
1 9.4.4.6	25,571,111		\$ 9,970	
2 4.4.6-6	30,083,036	A	257, CONT.	FULE
3 4.4.4.8	35,458,390			ENUR
4 4.6.6.6	36,577,474			
6 6.6.6.6	39 970,315	DUER 10.9/ H	11 PROJECT LE	W67H
7 4-6-6-8	46,464,753			
8 6-6-6-8	48,652,352			
9 4-9-8-8	51,031,935			
10 4.6-8-8	57,576,373			
,	1			
11 6-6-8:8	59,713,973			
11 6-6-8:8				
,				- \$2 HILL.) ANE (\$13-\$3 MILL)





Job No. 3378 Project: 58701 Subject: NWE-200		- Add 100 -	-
REDUCED SCOPE	Sheet	of	
By: PDM Date: 10/2/89 Ck:	Date:		_

TA) LIGHT OF	YEAR 200	O PROJECTIO	WS - REDUCE WIDE	NING 70	
BARR - 1259:	#2,77	7.728			
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10/16 11/12/2001					
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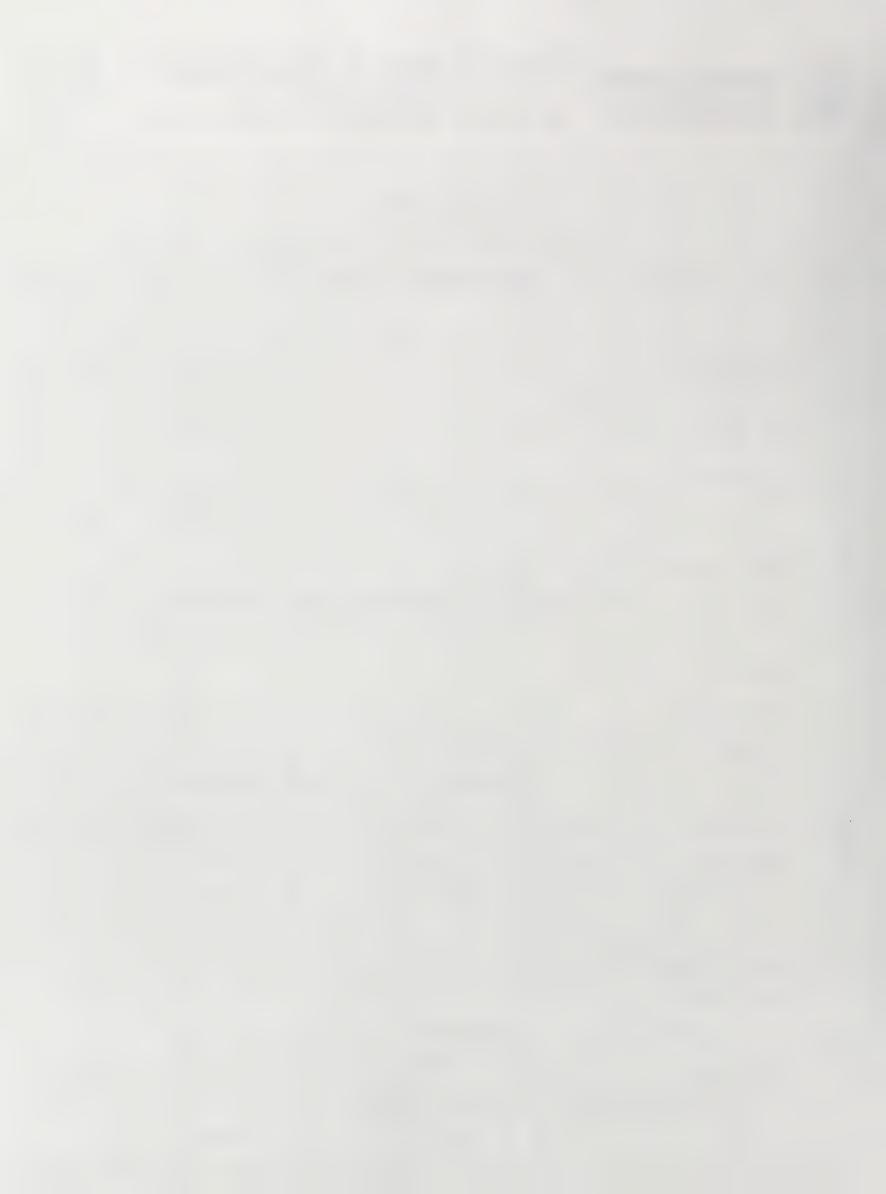




Job No. 3328 Project: 10 Yr. Program	
Subject: Roldway Rehabilifation	
By: <u>PA</u> Date: <u>8/10/89</u> Ck:Date:	

Control of the contro						
		WW-10				
	From U	P. 24.1	TO M.P.	32.1		
	80	wile	42,240	p/		
		4017183	70,040			
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Paveruent;			1 .			
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Thorn directions,	z. Twide la	ues)				
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				-716,267		
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francisco de la compansión de la compans						
Shoulder remu	val;				*	
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(11' wide) -			· · · · · · · · · · · · · · · · ·			
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(42,240 ×11)2	77 = 4	03,213.4	4			
		2,20 5		\$ 227,157		
					1 1 1	
(s' wide)						
(42, 240 x r) 2		\$6,933	5.4			
		1 2.20		£ 103,253		
	C	1 6160		A 105,245		
New shoulde	er					
	er j					
New shoulde						
(11' weda)	er; 0 x z = 8	6,480 L	, F.			
(11' weda)	0 K Z = 8			\$ 2,213 37		
(11' wcde) 47,240	0 K Z = 8	0, 480 L		£ 2,213,370		
(11' wide) 47,240 (+'-Wide)	0 K Z = B	76.20.0	F	£ 2,213,370		
(11' wide) 47,240 (+'-Wide)	0 x 2 = 8 0 x 2 = 8	76.20 C	F			
(11' wide) 47,240 (+'-Wide)	0 x 2 = 8 0 x 2 = 8	76.20.0	F	£ 996,864		

Sub-Total \$ 6,147,797





Job No. 33	28 Project; 10 4r. Program	
Subject:	Roadaray Rokobilitation	
	NWW-100 Sheet 3 of	-
By: 12A 0	Date: 8/10/89 Ck:Date:	

	 					
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	Roodwo	0	\$ 6,1	70,012.		
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	Intercha	4903	\$ 4,0	00,000		
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Job No	3328 Project: 10 4r. Program	
Subject:		
	NWW-200 Sheet _/ of	
By: RA	Date: 8/9/89 Ck:Date:	

	NWW-200	
	28.7 Miles, 182, 172 ft	
	28.7 Miles, 182, 172 14	
Poverwent;		
(both directions, 12.1'wid		
(both directions, 12.1 win	le laurs)	
(182, 192)(12. 1×4)		
(1/2,142)(12:1 × 4)		
	0 \$ 2.20 5:4. = \$ 1,86 V.013	
New overlay (3"):		-
New 0001104 (3)		
8 4-7, 733-	5.4. C & 8:91: 5.4. = \$ 7,773,304	_
shoulder removal;		
A to the second		-
(11' wide)		· ·
(152, 592 ×11)2 = 9	= 373,002 5.4.	
	0 \$ 2.20 5.4. = \$ 880,606	_
15' midel	0 \$ 2.20 5.4. = \$ 820,60C	
(5' wide)	0 \$ 2.20 S.Y. = \$ 820,606	
(5' wide) [(112, 192×1)2]-9	= 169,546 5.4.	
[(1/2, \(\sigma \) 2] - 9	= 169,546 5.4.	
(112, 192×1)2]-9 New shoulder:	= 169,546 5.4. 0 \$ 2.20 5.4 = \$ 373,002	
(112, \(\sigma \) 2 \\ -9 \\ Now shoulder: (11' wide) \(\sigma \) 2 \\ 7676	= 169,546 5.4. 0 £ 2.20 5.4 = \$ 3.73,002	
(112, 192×1)2]-9 New shoulder:	= 169,546 5.4. 0 £ 2.20 5.4 = \$ 3.73,002	
(112, \(\sigma \) 2 \\ -9 \\ New shoulder: (11' wide) \(\text{0} \tau \) \(\text{2} \) \(\text{2} \) (112, \(\sigma \) \(\text{2} \) \(\text{2} \)	= 169,546 5.4. 0 \$ 2.20 5.4 = \$ 373,002 20 LE, \$ 26.20 = \$ 7,997,820	
(112, \(\sigma \) 2 \\ -9 \\ Now shoulder: (11' wide) \(\text{0} \tau \) \(\text{2} \) \(\text{2} \) (11' \(\text{wide}\) \(\text{2} \tau \) \(\text{2} \)	= 169, \$46 5.4. 0 \$ 2.20 5.4 = \$ 373,002 20 LE. \$ 26.20 = \$ 7,997,820	
(112, \(\sigma \) 2 \\ -9 \\ New shoulder: (11' wide) \(\text{0} \tau \) \(\text{2} \) \(\text{2} \) (112, \(\sigma \) \(\text{2} \) \(\text{2} \)	= 169,546 5.4. 0 \$ 2.20 \$.4 = \$ 373,002 20 LE \$ 26.20 = \$ 7,995,820	





Job No 🚊	3328 Project: 10 4r Program	
Subject: _	Roadway Rehabilitation	
	NW W - 200 Sheet 3 of	
By: ZA		

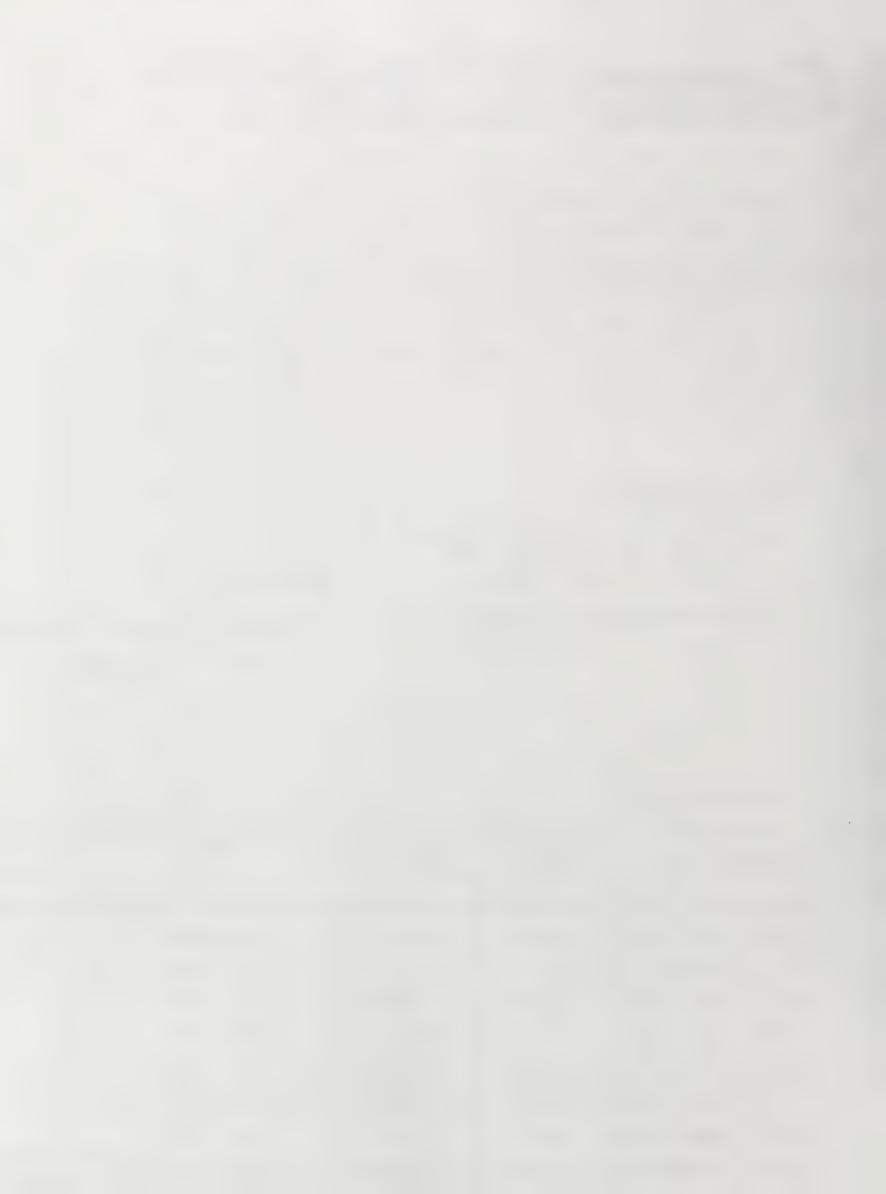
(10	utd)				
647	Spring Conter RI	T, 808 8	\$ 75.00	\$ 435,600	
		3,07/	100.00	307,100	
646	Mosquito creat	3,07/	100.00	307, 100	
643	Johnson Rd.	V.190	75,00	389,700	
641	Generald Ramp	7,902	100.00	790,200	
639	Gausa Rd	7,000	100.00	700,000	
749	Cohoon Ita	V,172	75.00	387,900	
747	Pearl st	5,112	75,00	383,400	
745	Stone Quoiry Tel	V,1/2	71,00	383,400	
743	Town Hall Rd.	1,186	75,00	388,910	
741	Irene Rd	J.184	77,00	388,800	
739	us rte zo	9,420	100.00	942,000	
739-A	05 Rte 20	9,470	100.00	947,000	
733	MIII - Rd -	6,230	71,00	467,200	
				Sub-Total	\$ 7,218,400
				Sub-Total	\$ 7,218,400
	Roadw	24		506-Total 2, 191.00	\$ 7,218,400
	Road w		\$ 22,39		\$ 7,218,400
	Intercha		\$ 22,39 \$ 8,50	2, 19/.00	\$ 7,218,400
	Intercha	nges	\$ 22,39 \$ 8,10 \$ 11,12	2, 19/.00	\$ 7,218,400
	Intercha Structure	uyes s (Budges)	\$ 22,39 \$ 8,50 \$ 11,12	2,19/.00	\$ 7,218,400
	Intercha Structure	uyes s (Budges)	\$ 22,39 \$ 8,10 \$ 11,12	2,19/.00	\$ 7,218,400
	Intercha structure	uges s (Bridges) 60.57×152	\$ 22,39 \$ 8,50 \$ 11,12	2, \(\$ 7,218,400
	structure. structure.	uyes s (Bndges) 60.57×152	\$ 22,39 \$ 8,50 \$ 11,12 \$ 22,0 \$ 22,0 (15n) = 3000 (15n) = 3000	2, 19/.00 0, 000.00 2,79/ 000	





Job No. 3328	Project: 10 Yr	//	
Subject:	Roadway Re	habilitation	
	NWW-200	Sheet _Z of	-
By: RA Date	8/9/89 Ok: _	Date:	

Pressure Relief	Joruts;			
1				
5' loug @ 1	100			
(N2.592 x 2	- 1,500 =	203		
(5×21×2)	03)=7=	2,826 5,4		
				
	0	\$ 67.00 5.4	= F 183,6	76
Interchange	25			
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Modifications US Rto 20	Jo zwiert	addyes a		
US RIG 20	, Gewood	<i>a</i> :		
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Belvidera	20315 (Rany	5)		
	1.5. \$ VOO,00	0	100,000	
•			sub-Total	\$ 8,683,671
•	· · · · · · · · · · · · · · · · · · ·		sub-Total	\$ 8,683,678
	· · · · · · · · · · · · · · · · · · ·		sub-Total	\$ 8,683,671
			sub-Total	\$ 8,683,67
			sub-Total	\$ 8,683,67
			sub-Total	\$ 8,683,67
structures			Sub-Total	\$ 8,683,67
Structures			Sub-Total	\$ 8,683,67
				\$ 8,683,67
	Deck Area		Sub-Total Cost	\$ 8,683,67
Structures Bridge # / lac-	Deck Area			\$ 8,683,67
Bridge # / lac-		Construcist #/Az	1 20st	
Bridge # / lac -	12,256	Constructost #/NZ	Cost	- CIU NW W-10C
Bridge # / lac-	12,256	Construcist #/Az	1 20st	- CIU NW W-10C
# 621 , Il Rte 47 614 VS. Rte 20	17,256	Coustre Cost #/AZ	1 225,600 V73,600	- CIU NW W-10C
Bridge # / Loc. # 621 , Il Pote 47 614 US. Refe 20 613 US Refe 20	71,256 71,736	Constructost #/NZ	Cost	- CIU NW W-10C
Bridge # / Loc. # 621 , Il Pote 47 614 US. Refe 20 613 US Refe 20	71,256 71,736	Coustre Cost #/AZ	225,600 V73,600	- CIU NW W-10C
# 621 , II Pte 47 614 VS. Rte 20 613 VS Rte 20 601 Coon Creak	12,256 7,736 5,736 7,229	Coustre Cost #/AZ \$ 100.00 100.00	773,600 772, 900	= Ciu Nww-soc
Bridge # / Loc. # 621 , Il Pote 47 614 US. Refe 20 613 US Refe 20	12,256 7,736 5,736 7,229	Constr. Cost #/pz \$ 100.00 100.00	225,600 V73,600	= Ciu Nww-soc
Bridge # / Loc. # 621 ; Il Rt 47 614 US Rt 20 613 US Rt 20 601 Coon Creak 602 Coon Creek	7,276 7,736 7,736 7,229 7,229	Constr. Cost #/42 \$ 100.00 100.00 100.00	725, 600 73, 600 722, 900 722, 900	CIU NW W-100
Bridge # / Loc. # 621 ; Il Rt 47 614 US Rt 20 613 US Rt 20 601 Coon Creek 602 Coon Creek	12,256 1,736 1,736 1,229 1,229 1,744	Constr. Cost #/Az \$ 100.00 100.00 100.00 75.00	722, 900 73, 600 722, 900 722, 900 73, 600	CIU. NIV W-JOC
Bridge # / Loc. # 621 ; Il Rt 47 614 US Rt 20 613 US Rt 20 601 Coon Creak 602 Coon Creek	12,256 1,736 1,736 1,229 1,229 1,744	Constr. Cost #/42 \$ 100.00 100.00 100.00	725, 600 73, 600 722, 900 722, 900	CIU. NIV W-JOC
Bridge # / Loc. # 621 - II Pte 47 614 US Rte 20 613 US Rte 20 601 Coon Creok 602 Coon Creok 602 Coon Creok 607 Authory Rd 673 Coonty Liveto	12,256 1,736 1,736 1,736 1,729 1,729 1,744	Construcost #/A2 \$100.00 100.00 100.00 100.00 75.00 77.00	773,600 773,600 773,600 722,900 722,900 737,800 737,800	CIU. N.W. Wsoc
Bridge # / Loc. # 621 ; Il Rt 47 614 US Rt 20 613 US Rt 20 601 Coon Creek 602 Coon Creek	12,256 1,736 1,736 1,736 1,729 1,729 1,744	Constr. Cost #/Az \$ 100.00 100.00 100.00 75.00	725, 600 73, 600 727, 900 727, 900 727, 900 727, 900 737, 800 408, 300 380, 400	
Bridge # / Loc. # 621 - II Pte 47 614 US Rte 20 613 US Rte 20 601 Coon Creok 602 Coon Creok 602 Coon Creok 607 Authory Rd 673 Coonty Liveto	12,256 1,736 1,736 1,229 1,7229 1,744 1,444 1,444	Construcost #/A2 \$100.00 100.00 100.00 100.00 75.00 77.00	727,600 73,600 73,600 722,900 722,900 734,800 408,300 380,400	CIU. N.W. Wsoc





Job No 3328 Project: 10 41. Program	
Subject: Roadway Rehabilitation	
NWW-300 Sheet/ of	
By: <u>PA</u> Date: <u>8/10/89</u> Ck: Date:	

	NWW-300		
	74 40 40 - 300		
Fron	M M.P. 61.4 TO M.P. 76,	3	
	miles = 79,728 ft.		
Para			
Povement;			
Exist. surf. removal			
(both directions, 12.1	wide laws)		
(79, 728)(12. TX	4) -9 = 442,933 5.	7.	
	e \$ 2,20 5.4 =	\$ 974,952	
New overlay (3")			
110-63		· · · · · · · · · · · · · · · · · · ·	
442,733 34.	C X B, 9/ 3,4 =	3, 946, 133	
Shoulder Remioval			
(11'. w.de)		And the second s	
(19,128 × 11)2]	-, 9 = -194,890 54.		
	e 12.20 s.4 =	\$ 428,758	
(s' wide)			
(79, 728 x r) z	= 9 = 88, X87 5.4.		
	e 12.20 5.4.	\$194,890	
New shoulder			
(11' wide)			
(79.728 x	2) = 179, 456 LF		
		\$ 4,177,747	
(v'wide) 179,728 x2	1 - 1/6 1/1/2		
1/7,160 KE	e 1 11:80 UF	\$1,081,180	
			100-010
		16-Total \$ 11,	
	متنشور والمساف فالمستعمرة السباقات	ADD 370 70 - ROA	LANGE TOVEL





Joh No 3	328 Project: 10 41. Program	
Subject:	Roadway Rehabilitation	
	NW W-300 Sheet 2 of	-
By: RA	Date: 8/10/89 Ck: Date:	

Pressure Relief Joints;		
5' long @ 1,000 ft.		
2 (79,728 - 1,000) = 10	6	
$(7 \times 27 \times 106) = 1, 6$		
	2 14. = 1 95,694	
-		
Interchanges		
Modifications to Interchanges	e e	
US 20 Rockford B9-pass, of US 20 Rockford Business		
@ \$ 4,000,000 ea.	= \$ 8,000,000	
	306-Total \$ 8,	

Structures	 			4
Bridge # /loc.	Deck Area	Coustre Cost	Tost	
# 729 Newburg Nd.	5,232	77.00	\$ 392,400	
719 US Me. 20 BUS.	5.891	100.00	JB9, 100	9
720 US Ptc. 20 BUS.	1.891	100,00	T89, 100	* ** * * * * * * * * * * * * * * * * *
723 Guilford Rd	- 7,136	75,00	385,200	
72V Hunter Rd.	1,922	75.00	444,170	The second of th
727 E. RWorside Rd.	1,922	100.00	592,200	
701 Horlem Rd.	6,291	75,00	471,821	
703 Rte 173	4,528	100,00	472,800	
704 Rte 173	4,528	100,00	452, 800	* ****
JOV SWANSON PEL	5,580	75.00	418,500	The state of the s

Sub-Total \$ 4,788.07





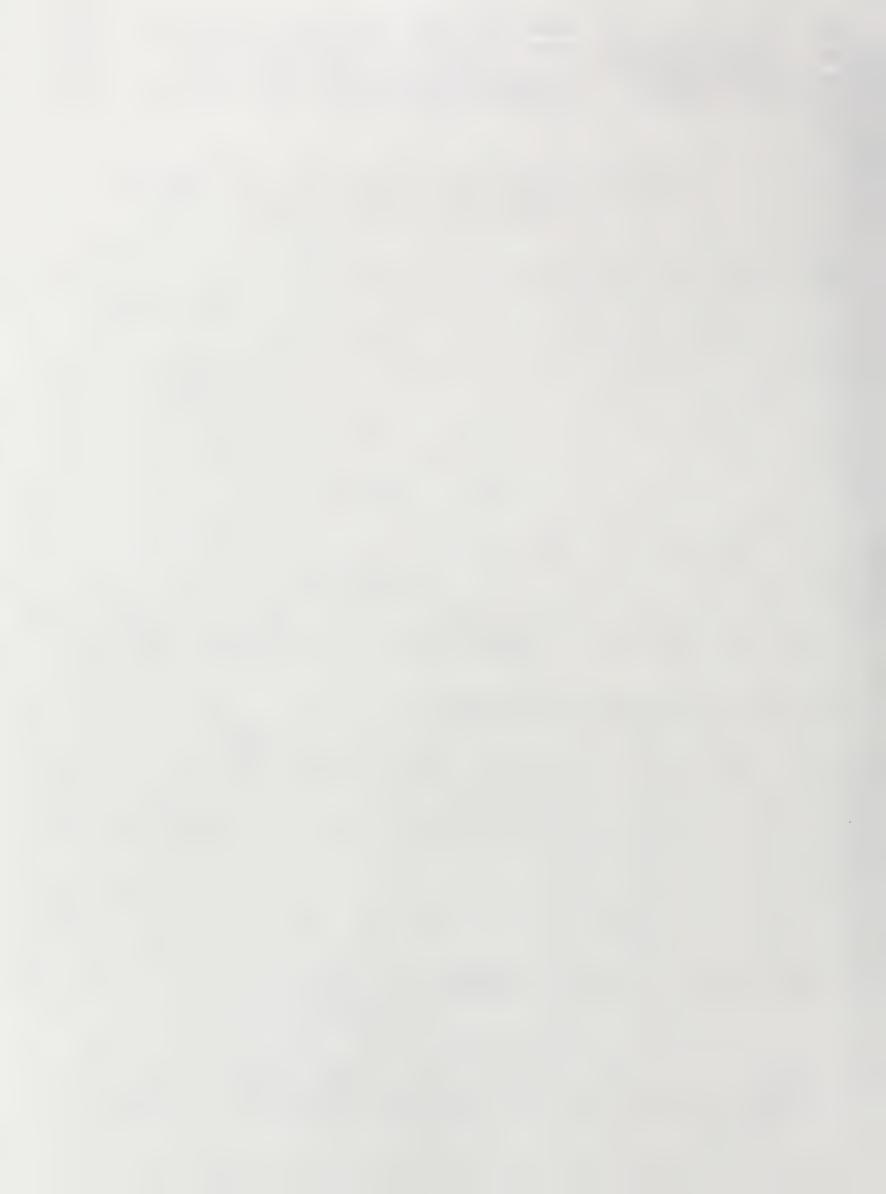
Job No.	3328	Project: _	10	41	Pro	gran	u	
Subject:	K	oadue	4 k	Peha	bilet	atco	4	
		NWW.			_Sheet _	-		_
By: Z	A Date:	8/10/8	9_0	k:	_ Date: _			_

(cout d.)		4-14				
			<u> </u>			
11/207 2-1-10-	1. 10-10			706 660		
#707 Belvidera 14	10,480	/ / /	100	786,450		
709 C & N RR	1,606	100	.00	160,600		
710 C 9 N RK	7,600	100	,00	160,600		
711 Burr Oak B	d. 4,632	100	.00	463,200		
112 Borr Oak R	1. 4,632	100	00	463,200		
113 Elevator R	d. 6,316	70	00	473,700		
715 McCurry R	d. 1.272	70	00	377,400		
717 Rockton Ru	1. 6,013	70	00	413,971		
					4,157	120
			1			
		the second continues of the continues of				
	oadway	\$ 11,6	99,614			
R	oadway	\$ 11,6	99,614			
	ordway					
	nforchanges	\$ 8,00	0,000			
		\$ 8,00	0,000			
	nforchanges	\$ 8,00				
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	7,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			
	rvetures	\$ 8,00	0,000 T,200			



ENVIRODYNE Subject: 5 W W -100 By: 5 Date: 8 24 19 Ck: Date: Date:
L= 11.86 hilu = 62,620.8
Structure 1257-1258; L= 116.34; ±1255-1256; L= 162.87; c.\$H.W 2R, ±1243-1244; L= 93.02; ±1239-1240; C=185.00; 1.C. RR, ±1237-1238; L= 199.00
$\sum_{z=7.78.73'} \frac{1}{2} = 300$ $\frac{1}{2} = 62,620.8 - \frac{758.23}{10.58.23} = 61, \frac{1}{3} = 61$
Delabilitation Evst. 3,498,060 -61,562.57 × 137.37/L.F. \$,456,850.
2) Replacement Cost 16 388 632 6/ \$62,57 × 264.92/1= \$16/309,456

+ Popproach Part malualed in Roadway length





Job NoProject:	10 Vear Programs	
Subject: EWIV -150	Sheet of	
By: A Date: 08/22/89	Ck: Date:	·

Scatran Frank M.P. 13,00 to M.P.69.86 (Bout)

Structure Reheistitation

500,000. ±1257-1258 ±200,000. ±1253 100,000.

#1217 100,000 #1249 100,000

#1247 100,000 #1247 100,000

200,000

± 124/ 100,000 ± 1239 - 1240 200,000

± 1239 - 1240 200,000

= 1235 100,000

€ = 1,700,000

Interchanse @ 40. 69.86 - Rehabilitation; # 3,000,000

Section I Pehab le testron +012/ 13,198,06/

Replacement total: # 16,309, NG





Job No. Project:	11.1.
Subject: EVY 1/-100	
	Sheetof
By: \$ 5 Deta: 08/22/87 C	k: Date:

II Section from 4. D. 69.86 5 11. P. 91.66 L= 21.8 - Piles = 115,101.50

Structure # 1233-1234 ; L= 196 # 1201-1202 ; L= 89' # 1151-1152 ; L= 153'

1205/

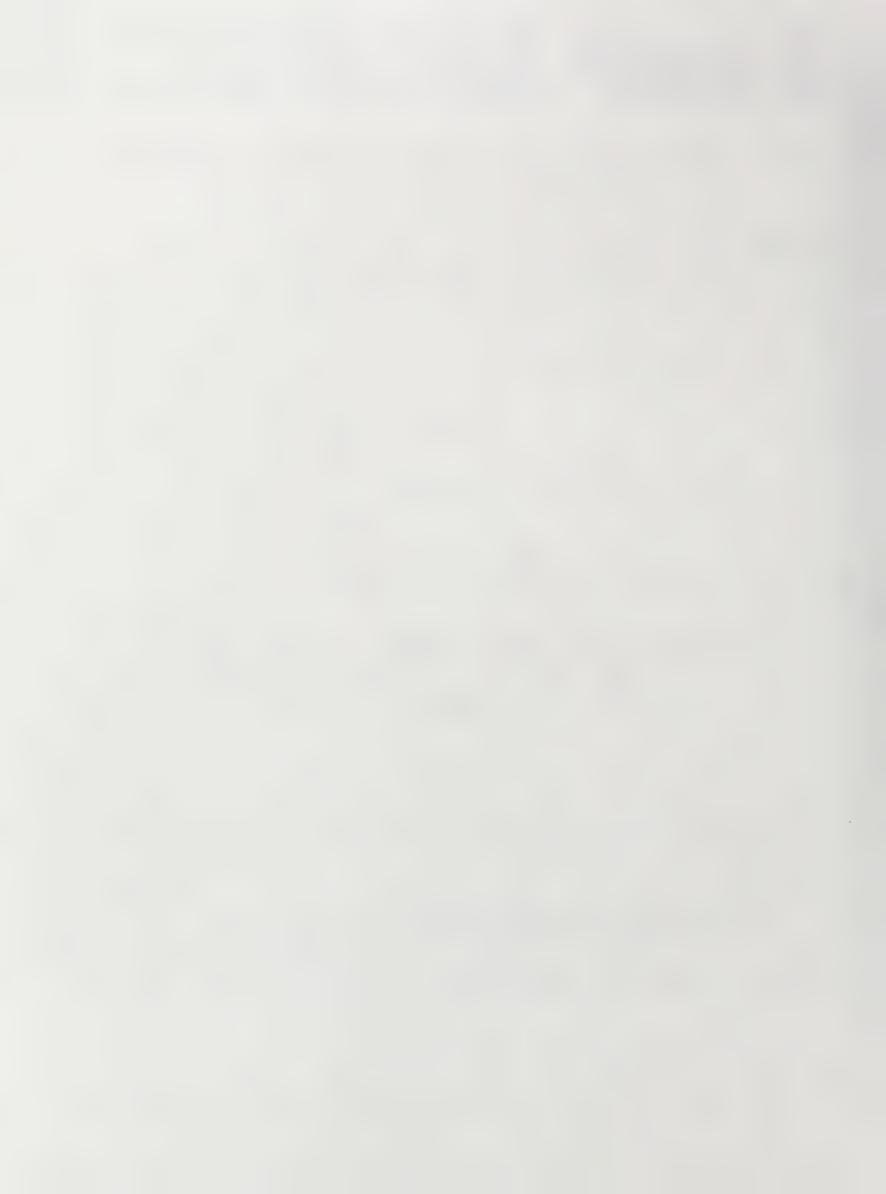
(Approved stat (30'x 4)? = 240~

L' = 115,105 - 758 = 114,580

D Rehabilitation Cost 15,740,679

114,346 × 137.37/2F. = \$ 15,707,710

2 Replace ment Cost 30, 356, 123 196 4 30, 356, 123 114, 346 × 264.92, = \$30, 292, 542.





Job No Pro	iect:	lear	in remane	Γ
Subject: EWW	-150			
	, , ,	Sheet _	of	-
By: J Date: U	1/22/ 890k -	Date:		- 1

Section from M.P. 69.86 5 M.D. 91,66 leach 1

Structure Rehabilitation

- 217 MOOCI C 000	
Str # 1233-1234	# 200,000
# 123/	100,000
1229	200,000
1227	100,000
1225	رعم (هم)
1223	150,000
1221	טעים , פיטן
1217	150,000
1217	رود (٥٤)
1213	100,000
1211	100,000
1209	مم أمه أ
1207	100,000
120 G	ومن رمما
	100,000
1201-120-2	200,000

1151 = 1152 200,000

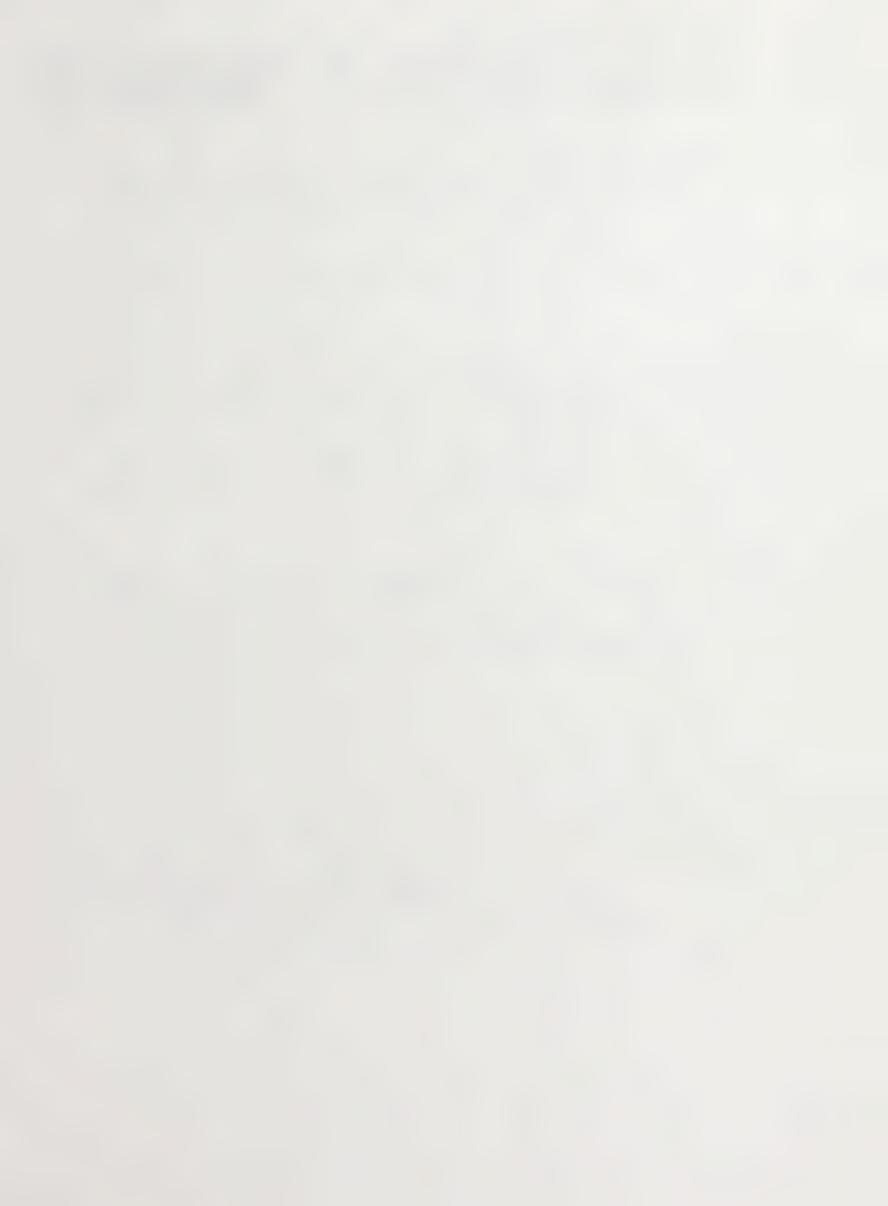
2=\$2,100,000

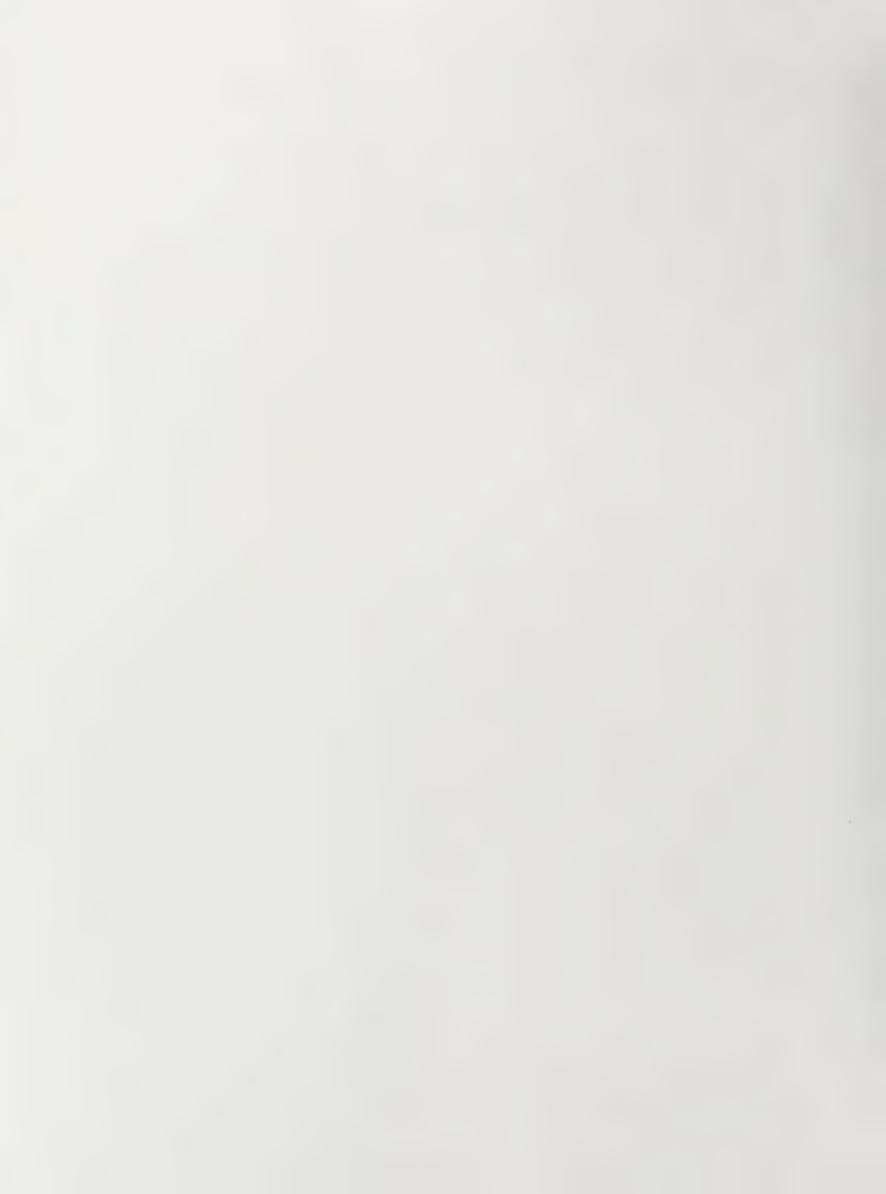
Porter change @ 16.25/ MP, 91.66 Ruhatilitation: \$ 3,000,000

Section I Rehabilitation total: \$ 20,807.710

Replacement total: \$ 30,292,542







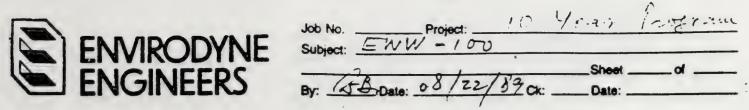


Job No	Project: -10 Ye	ar Progra	un
Subject: EWV	1-100:	-	<u>.</u>
	1	_Sheet of	
By: Bb. Date: _	02/22/890x	_Date:	

11. Section	from M.P.	71.66 +0	H,P 9.	4.12	
	= 2.46 h	iles = 1	2,988.8	1	
Sinetur	x # 1147-114	8 1 4=	300	chest P	PR
	c # 1147-114				
			المرافقات المرافق المهدات عال المرافق ا على المرافق ال		
Popmouch.	stab (80×1) 2		bor		
		= = = =	=3661		
1 - 12 8	88.8 - 3 6 6	- 17, 68	2.8-1		- +
L= 12,9	88.0 - 56C	= 16,66	2.0		

2) Replacement Cost 3, 359,927 12,622.8 x 264.924.= \$ 3,344,032





							,
Section from	M.P.	91.66	10	. /	11.P.	14:12	(sout.

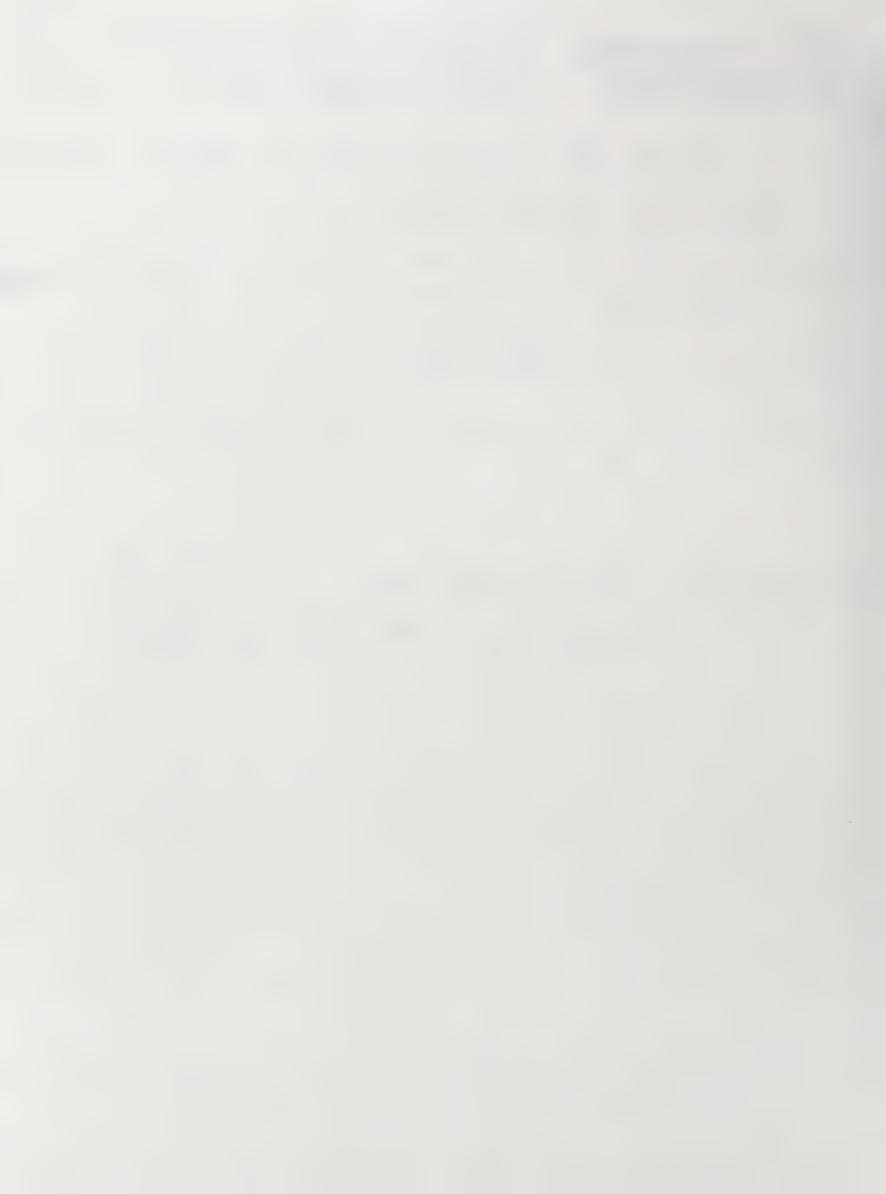
Structure Relatile Hatrain

8h. # 1149 # 100,000, #1147-1148 \$ 200,000

Z=4 300,000-

مهم روس و وغز: Interchange evis 17 M.P. 94.12 Reholilitation

5,042,236) Section III Rehamilitation total! \$ 5,033,994 3, 344,032 Replacement total 3, 359,927





Job NoPro	LOCAL:	car from	175 cuc
Subject: EWW -:	ורג'י		
	1	Sheet	_ot
Bu. (53) Date: 08/	22/89 m.	Date:	

Section from M.P. 94.12 to M.P. 106.95 L= 12.83 likes = 67,742.4'

(1) Rehabilitation lost is 67,742.4 × 137.37, = \$ 9,305,773

@ Replacement Cost 67,742.4 x 264.921 = \$ 17,946,317

Structure Relabilitation

87. # 1145 \$ 100,000

1143 100,000

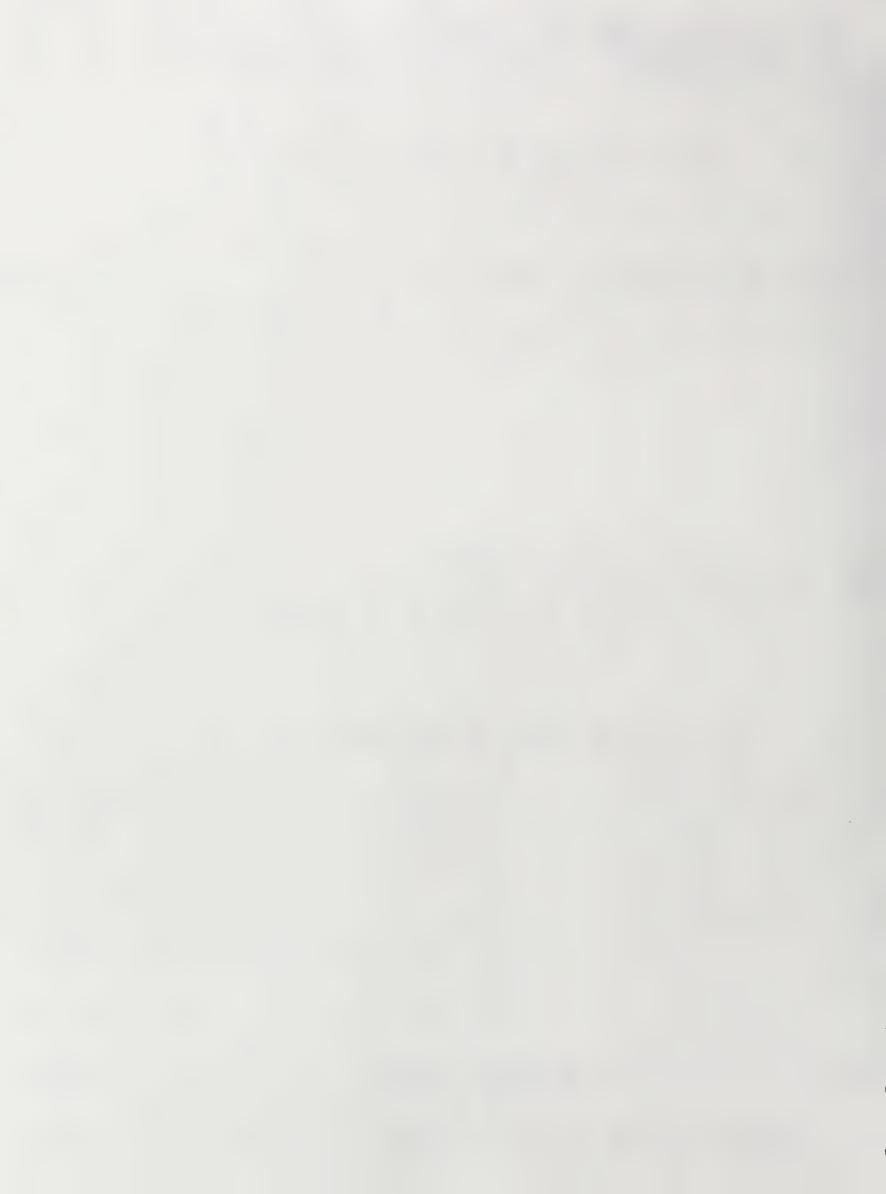
1139 100,000

1137 100,000

1133 100,000

€ =\$800,000;

Omberchage @ MP. 106.97 Rehabilitation ; \$ 3,000,00





Job No	Project:	Year ingrow	
Subject: EW!	11 -1-0,	•	
	- 1 /	Sheet of	
By: The Date:	33/35/88 OK	Date:	

Section IV

Rehabilitation + 12 ! \$ 13,105,773
Replacement total : \$ 17,946,317



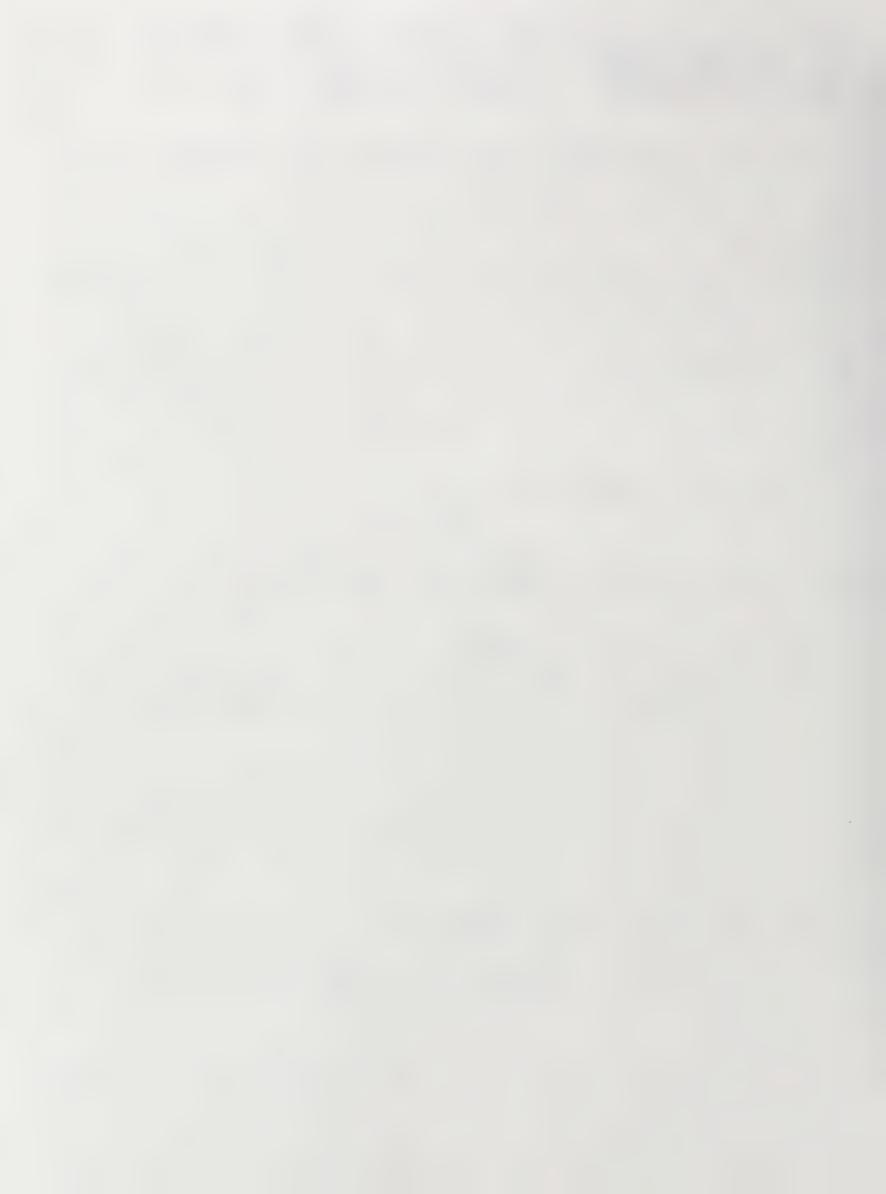


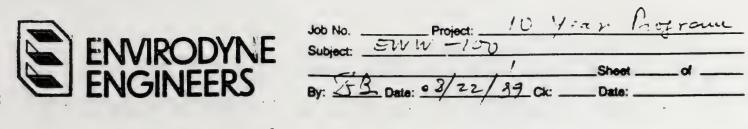
Job No			as Pro	fram
Subject: El	N #1 - 10	ייי ט		
		1	Sheet	d
BV: 56 0	ate: 08/22	-189 cx _	Date:	

•	•				
Y	Section from	M.P. 106.95 to 1	P. 109.5	4	
•	L= 2.590	la Kes = 13,6	75.2		
~ · · · · ·			11		-
Jan 7	1129-1130 ;-L	= 121.62			
	1125-426 1-1	2 /60.			
	1123-1129 ; 6	= 154.06	c-fn-w.	RIR.	-
<u> </u>		موسه في ما دري المسلم في الماد المسلم ال ولا تعلق المسلم الم ولا تعلق المسلم الم			

Approach $\mathcal{L} = 130 \times 3)_2 = 130 \times 3$ $\mathcal{L} = 13,675.2 - 645.62 = 13,059.52$

2 Replacement Cost: 3,507.914-13, 239.52 # 3,459,728 15,659.72 × 264.92/13 = # 3,459,728





Section Grome 4.0, 106,94- +5 417. 199,54

Structure Rehobilitation

8tr. # 1129-1130

11-27

1121-1126 1123-1124

1119

\$ 200,000

100,000

200,000

200,000

100,000

100,000

E=\$ 900,000.

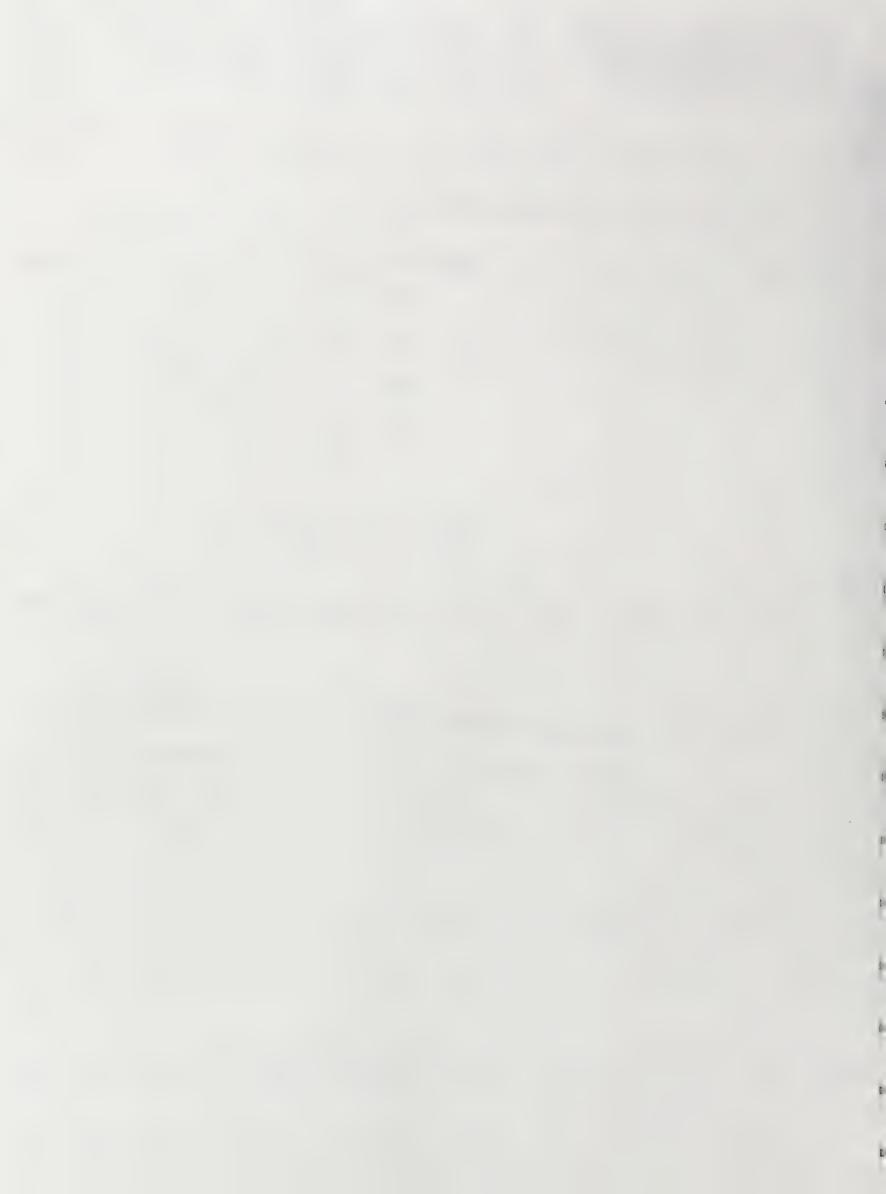
Interchange @ 4P. 108,65 Rehabile fato.

\$ 3,000,000

Rehatilitation total 1 \$ 5,693,986
Replace ment total 1 \$ 3,459,728

5,718,713

3,507,914





Job No	Pr	oiect:	104	ear /	noes	r.am	_ 1
Subject: E	WW	-100)_ · /				
		1.	, / .	She	et	_d	
By: 5-8 [Date: 08	1221	39 CK:	Date	B:	-	_

VI Section from	M.P. 109, V4 to	M.P. 124.82	
VI Section from L= 15.28 h	ilus - 80,678	4	
Str. # 1103-1104;	L = 86.		
Approvad plot (30x1)2	-60		
	146.4		
1 = 20,672.4 - 146.4	= 20, 531.90 1		

() Rehabilitation Costi 30,591,90 \$ 137.37/2= \$ # 4,062,667

2) Replacement lost: 21,350,406_ 80,591.90 \$ 264.92/2= #21,334,171





Job No. Project: Subject: EWW -100	10 400	r Pro	Janu	
By: \$8 Date: 03/22/	/ 89. 0k:	Sheet Date:	of	

Section from M. P. 109. 14 to N.P. 124.82 (cont)

Structure Red	Rabber Lati in
	#100,000
mana angan di dana panga pana ana ana ana ana ana ana ana ana a	100,000
1111	100,000
1107	100,000
1101	200,000
	100,000

€=\$1,000,000

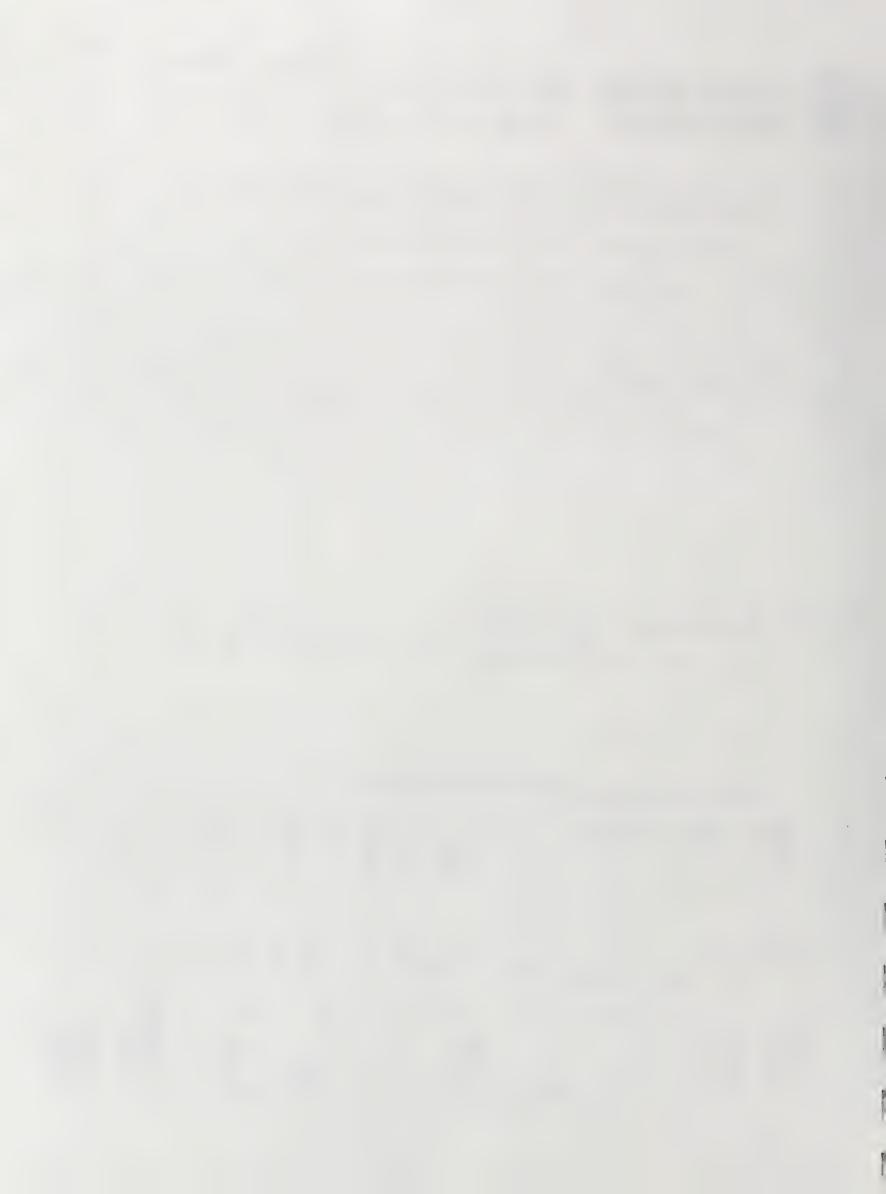
Prixer change R	chebilite	tiem e 1	p. 109.59	} #,	3,000,0	00
				15,070.	909	
Replac	ement	total		21, 334,		





Job No Project: 10 year Program -	
Subject: EWW -100.	
Sheet of	
By: 48, Date: 08/22/39 Ck: Date:	

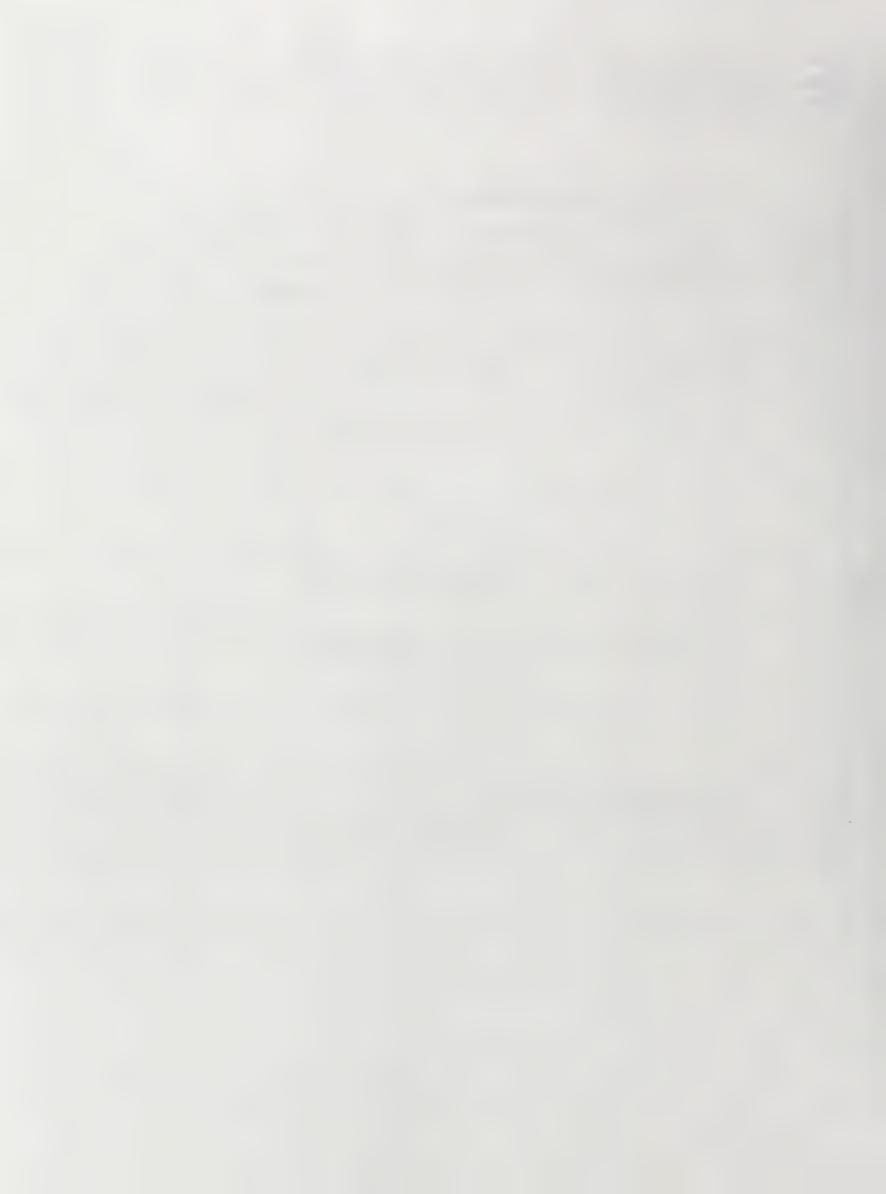
VII	Section	from M.F	.124.82	70	H, P.	128.8	6	
		04-chile		2 1				
4-1								
	Rehabilit	ation Co						
- ()-		1-2-×13-7			7,9	30,26		
<u> </u>			-// -					
				and the second of the second o				
	Rejlace 1	went to						
	21,331.	2 × 264.9	3 2/L.F.		,64	1,06		
	66 +		6.7.7	•				
	Stymetre		its to A-1	H	ורוו	100.0		
	4-, #81	7		1-1				
-Secti	an VII			and the second of the second o	\vec{D}			
		hilitation			7 3	,030	267	
	Repla	cement	to to-C		\$ 5,	-651,	62	
1.1							1/	
				per pater				





Job NoProject:	lear languoun
Subject: 5WW -100	
	Sheet of
By: _TB, Date: 03/22/89 Cx	.: Date:

;	52	4-14-1110	14	•	. 1	
	Rehabile	Hat ou		Replace-	ment	
Section M.P.	Rdwy Interch.	Struct;	Total	Robert	Struck	
S8.00 - 69.86	3,456,850	1,700,000	13,198,060	16,388,630		
11 69.86 91.66	15707,710 15,740,680 3,000,000	2,100,000	20,847,710	30,292,540		
711 91.66 — 94.12	1.742,240 3,000,000	300,000	5,042,240 5,033,990	3,344,030 3,319,930		
1V 94.12 - 106.95	9,305,770	800,000	13,104,770	17,946,320		
106.95-	1,218,710	900,000	5,718,71 5 0 5,693,770	3,459,730 3,507.410		
124.82	11,000,910	1,000,000	15,070,910	21,334,510		
124.82 - 128.86	2,930,270	100,000	3,030,270	5,651,060		
TOTAL SEGMENT EWW-100	50,991,250 51,106,620 18,000,005	G.950,080	75,891,250 76,006,640	98,337,350		





Job No.	3328	Project:	10	-4R 1	4.06	RAM		Г
Subject:	COMPA	RE	EWW	REHAB	US	RECON:	STRUCT	
	Costs				Sheet _	/ of		-
By: PA	DM Date:	8-17	-89	Ok:	Date: _			

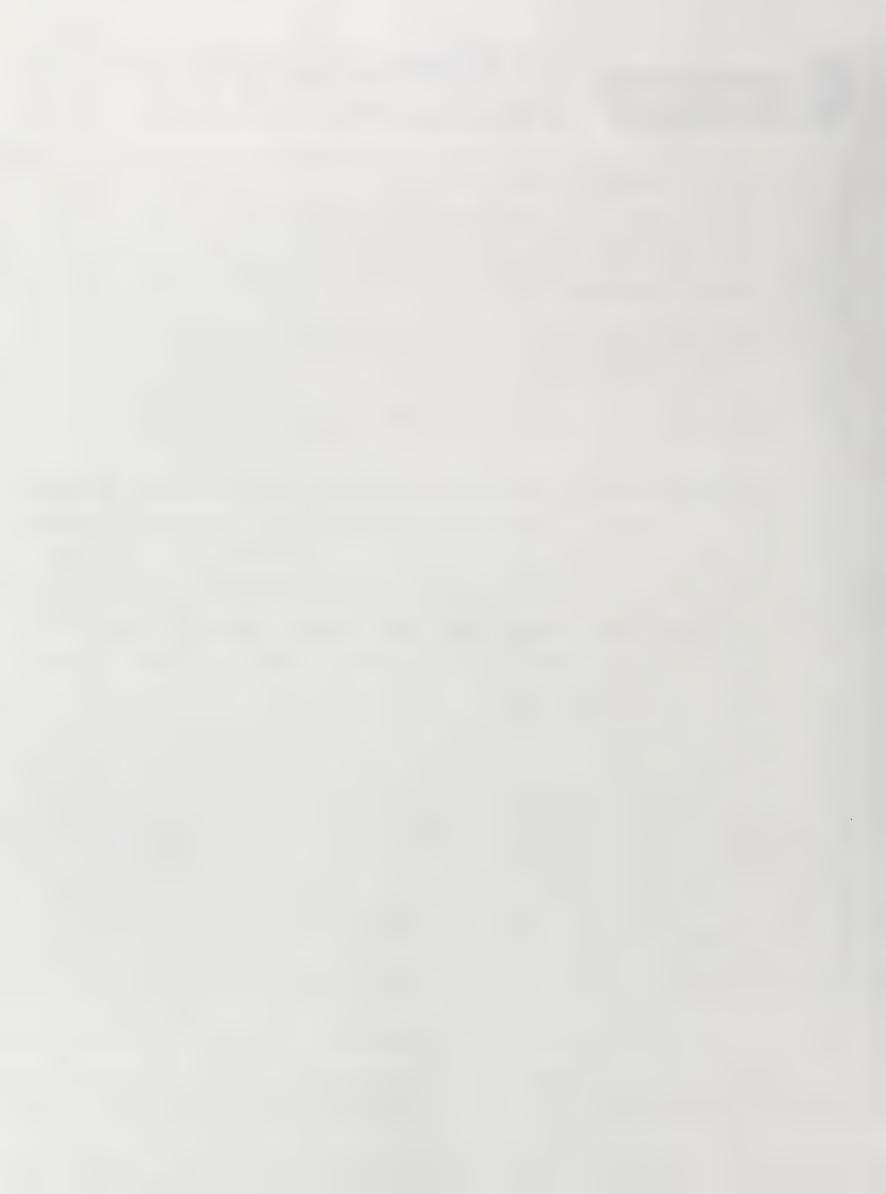
-ww-	100 A	EHAB!	LIATION					
		1 -	:	<u></u>	AND SHOUL	DER		
		1		DER REPL	-	1		
057/1	F = 2(51)/	95F/54	3.913/SY +	x (65.00\$	/SY)	MAIN LINE	1 4 4
	× (-	> = = -	1/4	9670 +	1-V/127	1411/19	158 8.9 3	-
	7 2 (4	210ES	· / { 1 ! · · · · /	20.00		3 111/1/20	73110.517	51-
	= 5.5	6/8	91+6.	5x 1+71.	15x + (1-x	29.70		
	= 49.	5 A +	361.4	x + 71.45	x 129.70	- 29.70	X	
	= 79.	24-+	403,15	X	10%	1119 56 74	F	
						139, 71/1		
		- +				15987/4		
					501.5	280.82/1		
					!	1	1	
		4			† · · · · · · · · · · · · · · · · · · ·		CONTINUOUS	
EWW-	100 9	OVEM	ENT REI	LACEMENT	LOVER 2	1,600 LF.	TO BOTH O CONTINUOUS	PAVI
EWW-	100 9 F. = 2	(25')	ENT REI	LACEMENT	LOVER 2	1,600 LF.	CONTINUOUS	PAVI
EWW-	100 9 F. = 2 ((25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 2 ((25')	ENT REI	LACEMENT	LOVER 2	1,600 LF.	CONTINUOUS	7.00
EWW-	100 9 F. = 20	(25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 20	(25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 2 ((25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 2 ((25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 2 ((25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 20 = \$2 20 7/LE	25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 20 = \$2 20 7/LE	(25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 20 = \$2 20 7/LE	25') 57.2	ENT REI	LACEMENT	LOVER 2	1,600 LF.	F11+9)/27]×	7.00
EWW-	100 9 F. = 20 = \$2 20 7/LE	25') 57.2	ENT REI	[29.70]/u]+	2(4+1)26	1,600 LF.	F11+9)/27]×	7.00





Job No	3328	Project:	56	701	10-	YR	PROGRAM	
Subject:	COMPA	RE E	ww	REHAB	US	REI	PLACE	
					Sheet .		_d	-
By PO	M Date:	8-1	7-89	Ck:	Date:			

ECONOMIC COMPARISON					
E CONOMIC COMPARISON	7		-		
- ASSUME REHABLOUERL	AY LIFE	10 yes			
- ASSUME REPLACEMENT	LIFE 2	20 YRS			
			1 1		
- A SSUME INTEREST = 5	10				
(A/P,5,n) n=10: 0.1295	1	1 TIMES n	ZO VALUE		
n=70 0,0802					
ANNUAL EQUIVALENT EXPE	WSE OF RE	HAB Pom	DEC & REPAIR	0.1295)	
		4			
ANNUAL EQUITALENT EXP	ENSE OF RE	PLACE - \$ 25	1.60,00	807)=\$26	733
	IF 10%	BASE REP: 1	= \$119.56(0	1295)=\$ 15	48 ;
			=\$139.71(
	20%		4-\$159.87()=\$ 20	70
0 707 855 050					
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Job No. 3328 Project: 567	701 10-4R PROGRAM
Subject: EWW-100	
PDM Day 8-18-89	Sheet 3 of

I PAVEMENT -						
O REHABILITATION	OSTS					
	SE REPAIR					
	OVERLAY					
C 3" SHO	DULDER DUER	ZAZ				
(D) 3% M	OT COST					
	A			(c)		(D)
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3.8 ILLINOIS ROUTE 47

Location: East-West Tollway, M.P. 124.8

Type: Existing - Half Diamond to and from west Proposed - Half Diamond to and from east Unsignalized Ramp Termini

Description: Ramps to and from the east would be constructed to provide a complete diamond interchange at this location. The anticipated traffic volumes and operational requirements are satisfied by the construction of this type of interchange. No tollaplaza is required at this interchange. The proposed entrance and exit ramp to and from the east will be constructed within the existing right of way limits of the Tollway.

Toll Plaza: None required.

Capital Cost:

Cox	nstruction:	Ramps	Ramps & Crossroad
Col	Roadway & Drainage	\$519,000	\$ 519,000
	Pavement Structures	319,000	339,000
	Util., Appurt. & Misc.	479,000	577,000
Yearly	Maintenance and Operat:	ing Costs:	1,435,000
1986	33,300	1996	\$ 67,600
1987	35,800	1997	72,600
1988	38,400	1998	78,000
1989	41,200	1999	83,800
1990	44,000	2000	90,000
1991	47,300	2001	96,700
1992	50,800	2002	103,900
1993	54,600	2003	112,000
1994	58,600	2004	120,400
1995	62,900	2005	129,400

Inflate from 1984 to 1990: 1.06 = 1.42

1.42 * 1,435,000 = \$2,037,700



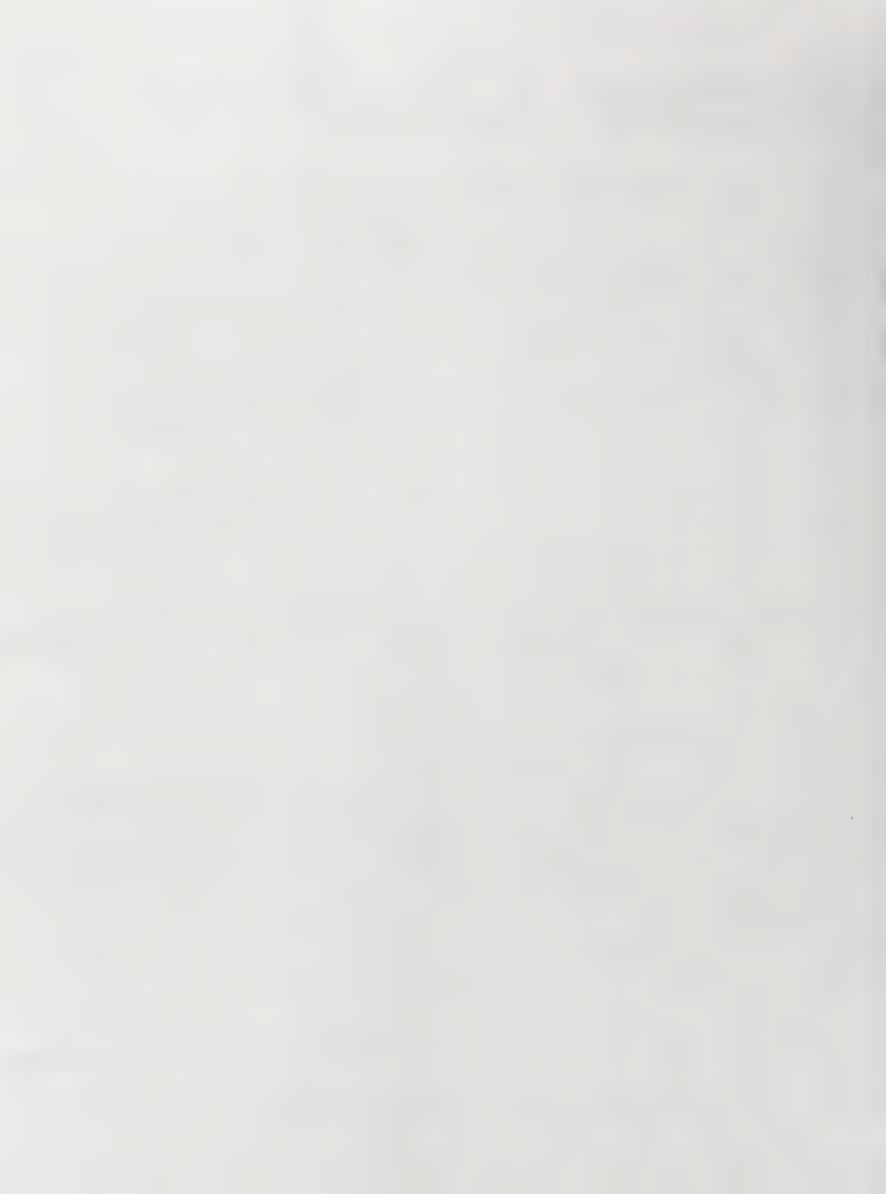






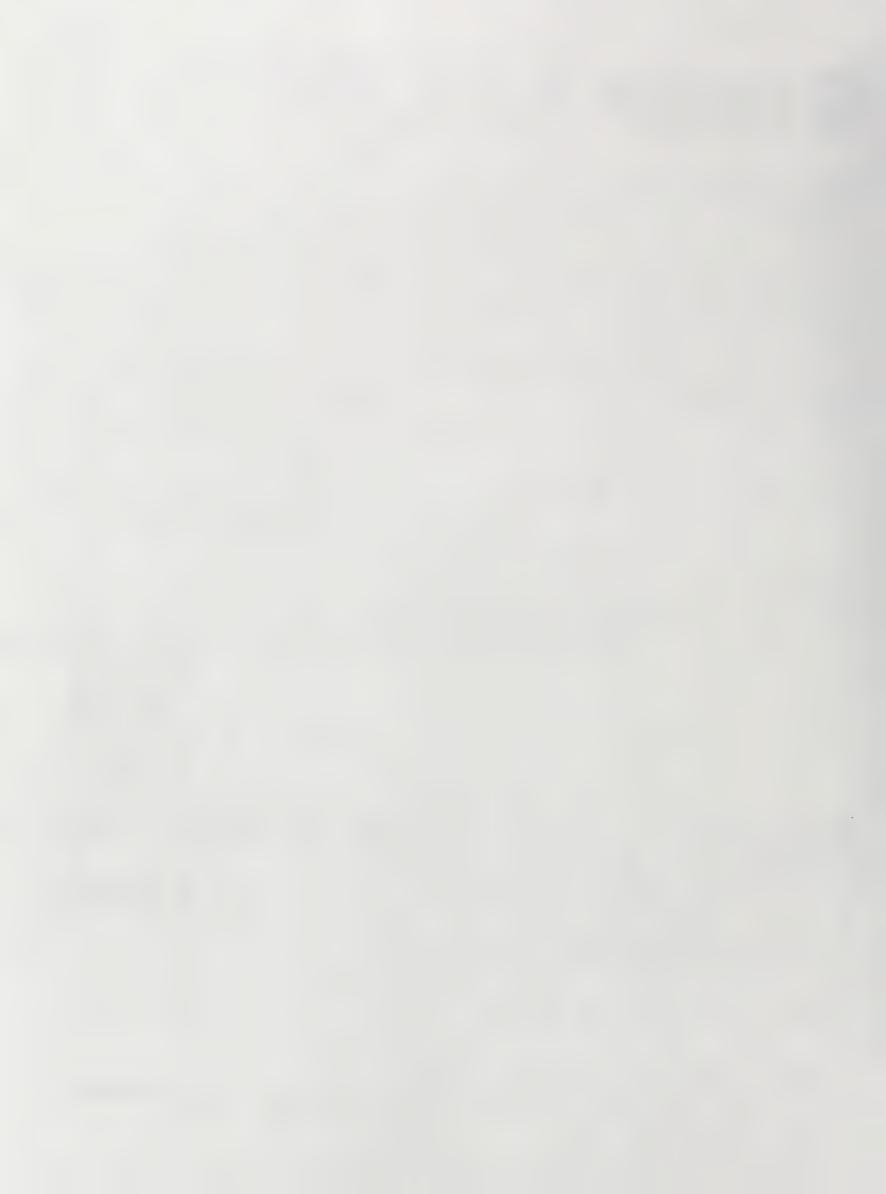
Joh No 33	28 Project:	56701			
Subject:	EWE-10	O Cost -	ROAD	LENGTHS	
By: 10m	Date: 8-9-8	19 ck:	Date: _		

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	88-937	WIDEN								/	
*	88-937	WIDEN		6932-64	(815)					/	
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	to a company or a		-				
807	CAMP OVER EW:						
	270' x 52' x \$10	00/SF				\$1.199,0	00
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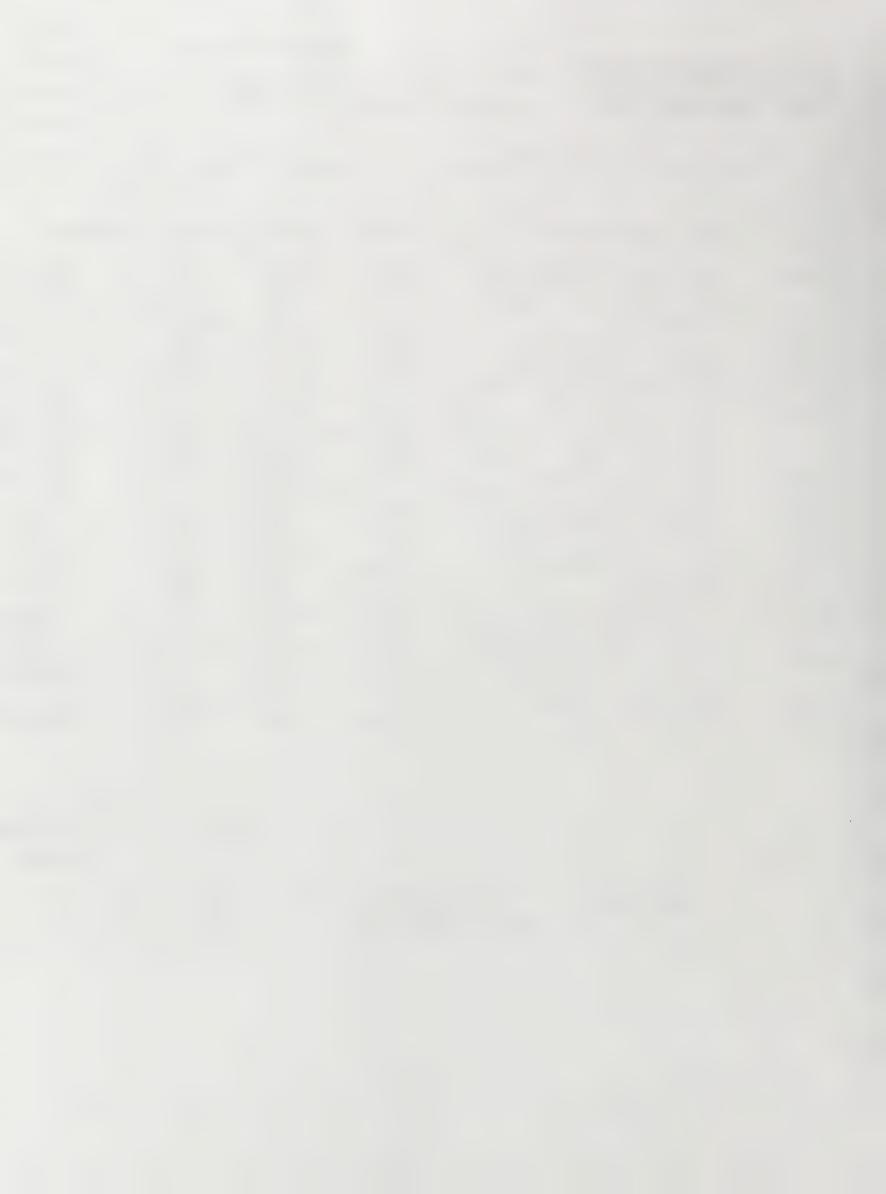




Job No	Project: COST ESTIMATE	
Subject:	Sheet	
By: COS	Date: 8-29-89 Ck:	

	or Briogs - E-W Towns	(W.D.	EUING) ST	DESIG	
ITEM No	ITEM DESCRIPTION	Duits	QUASTITY	PRICE	Amount
206C	STANCTURE EXCAUATION	Cu.Yo.	1600	25	40,000
	COFFERDOM EXC. (ROCK)	Cu. Yo.	750	75	56,300
÷	OFFEROMS:	EACH		30,000	180,000
501A	Circs D Concrete	Cu.Yo.	1805	375_	678,900
SOIB	CLASS P COUCRETE	Cu. Yo.	1290	325	419,300
502A3	PRES. GIROLES (48"), FURNISH	L.F.	2610	6.5	169,700
50283	Pres. GIROURS (48") ERELT	LF	2610	15	39,100
	FURLISH & ERECT STR. STEEL	LBS.	2,373,000	2,00	4,746,000
	Expansion Arror Steel	LBS.	78,400	2.50	196,000
5044	REINFORCINE STELL	LBS.	161,500	0.55	88,800
50 a B	RENFORCING STEEL , EPURY	LBS.	315,900	0.65	205,300
505 H	FURNISH STEEL PILES	L.F.	450	20	9,000
505I	DRIVE STEEL PILES	L.F.	450	5	2,300
507	Course Renova	Cu. Yo.	650	300	195,000
51514	Scupper	Escy	53	450	23,800
515 CZ	PUC Orgin Pior 6"	L.F.	2400	35	84,000
518	ELARTOMERIC BEARING	EACH :	36	400	14,400
525 A1	BRIGGE Expression ST.	L.F.	390	200	78,000
	BRIDGE LONG. JOINT	L.F.	2655	150	398,200
528 A	Briose Pomper	Cu, Yo.	276	475	131,100
617	SLOPE WALLS	Sa. Yo.	460	45	20,700

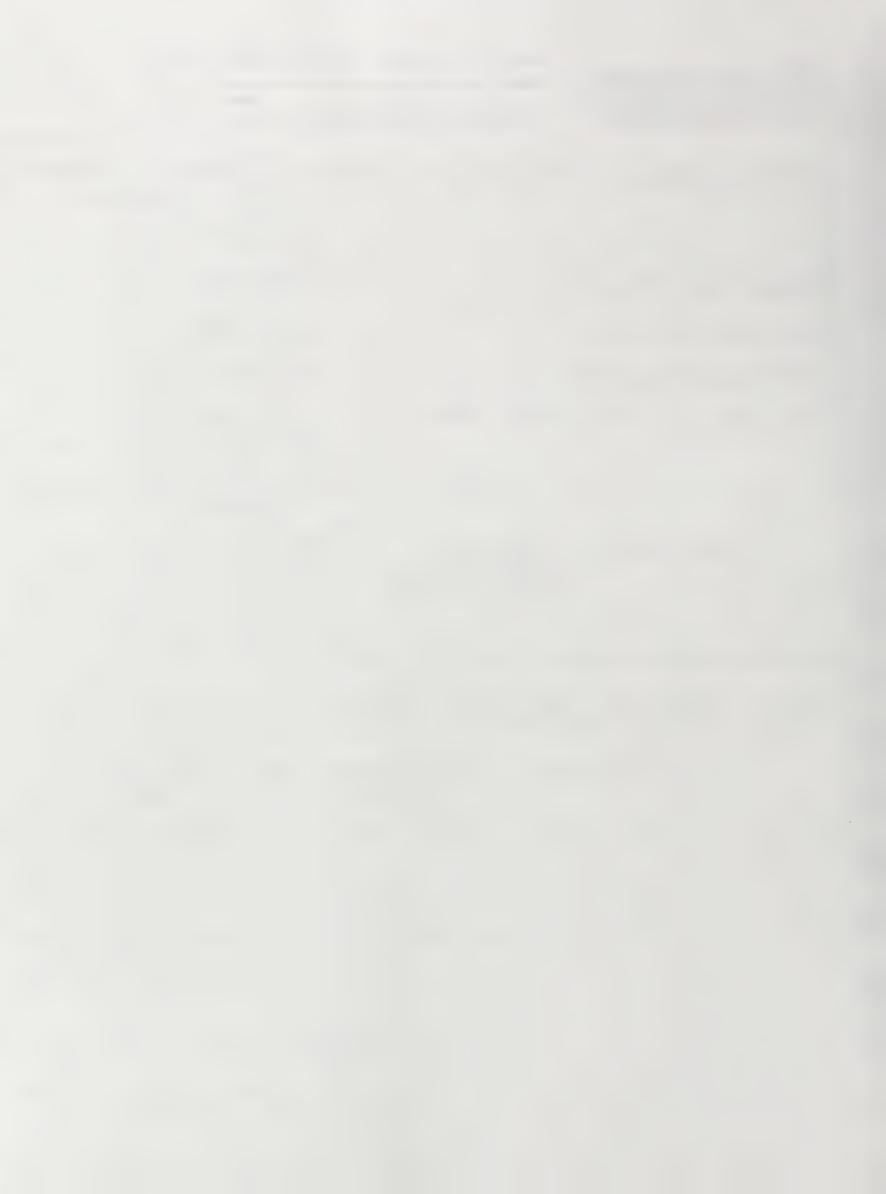
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Cost/FT = 7	,775,900	= 119.18/	FTZ	
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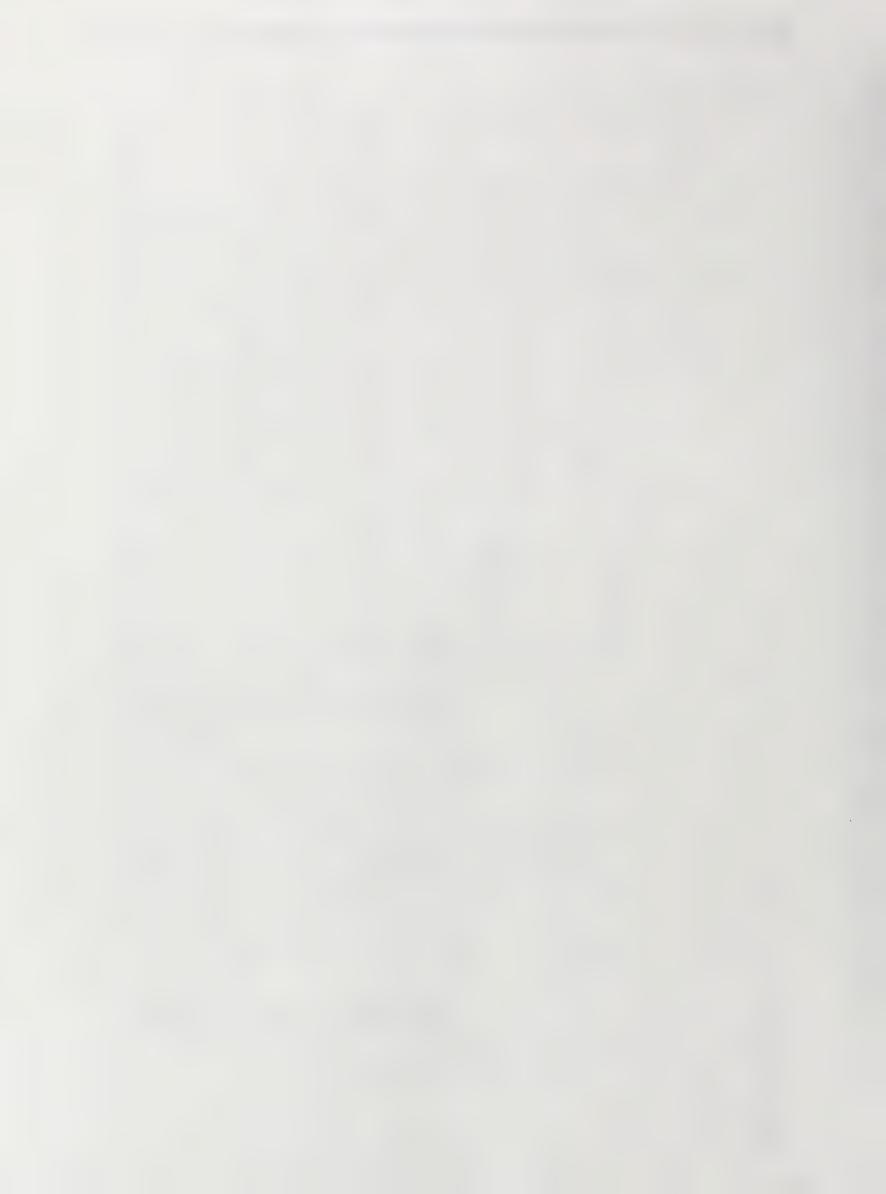


Job No.	Project: COST	ESTIMATE	
Subject:		Street of	
By: COS D	ate: 8-30-89 CK:	Date:	

LI TOII TEELO	By: <u>425</u> Date: <u>0</u>		
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Fox RIVER BRIDGE, L	W TOLLWAY	(minering)	
			DESIGN -
8-10		77-0	
STEEL ARCH DESIGN		7,775,90	00
MODITIONER PIER CONC.		+ 186,60	00
ADDITIONAL PIER REIN		+ 39,6	00
REDUCTION IN STRUCTU	nor Steel	-1,907,0	00
		1, 1, 1, 1	
		#	
·	TOTAL	6,095,1	00
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1 5195 28,0 Ĭ, 7475 & Loug. Some 1210 NEW LANGE Dy COS Day 9-22-89 OF Date Wound Ansosso Fox River BRIDGE WIDEWING New Street Anen 11-0" Suovicer ENGINEERS ENGINEERS E-W TOLLWAY 311" 1-7





Job No.	3328	Project: 56	3701			
Subject:	EW	E-210	Cost	Est		
				Sheet	/ of	
By: PO	Date:	8-10-89	Ck:	Date:		

						
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	MILL ST:	YNTIL '96 OR ESENT EITUME 4 ramps (1.	LATER. VOUS SURFACE - A. 5/1) - \$6,000	DOOD NOW	U.ETE OFO.	
	MILL ST:	YNTIL '96 OR ESENT EITUME 4 ramps (1.	LATER. VOUS SURFACE - A. 5/1) - \$6,000	DOOD NOW	U.E. FOFO.	
	MILL ST:	YNTIL '96 OR ESENT EITUME 4 ramps (1.	LATER. VOUS SURFACE - A. 5/1) - \$6,000	DOOD NOW	JETE OFFO.	
	MILL ST:	YNTIL '96 OR ESENT EITUME 4 ramps (1.	LATER. VOUS SURFACE - A. 5/1) - \$6,000	DOOD NOW	J.E.E.O.E.O.	
	MILL ST:	YNTIL '96 OR ESENT EITUME 4 ramps (1.	LATER. VOUS SURFACE - A. 5/1) - \$6,000	DOOD NOW	J.ETE OFC.	





Job No. 3328 Project: 56701	
Subject: EWE-100 /250/300 CHANGES	
Sheetd	
By: PDM Date: 10-7-89 Ck:	

CMC-150: Just 437 Mover 7 -180: (15500) LC-16030): \$3,013,250 NO BE1006 85148 EMC-250-New Limits: 1300×251: \$3,222,773 (LAME RENAS) EMC-300: ADD NS- U. S. SECRETIT: 171.61= 497.35= 1,102,123 203.182.7 305.180 4,048,050 ADDRO-TO CMC 300 ROJONNY CORT,								
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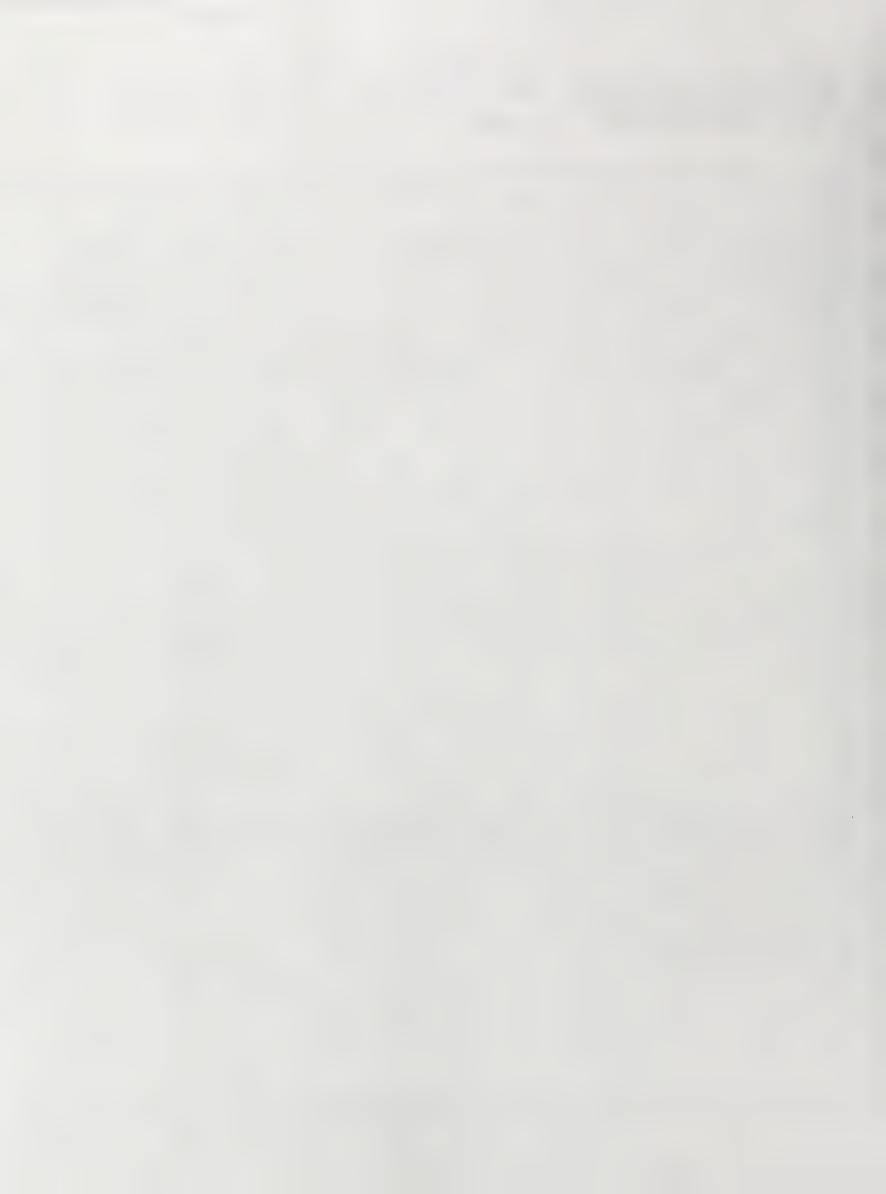
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Job No. 3328 Project:	56701		
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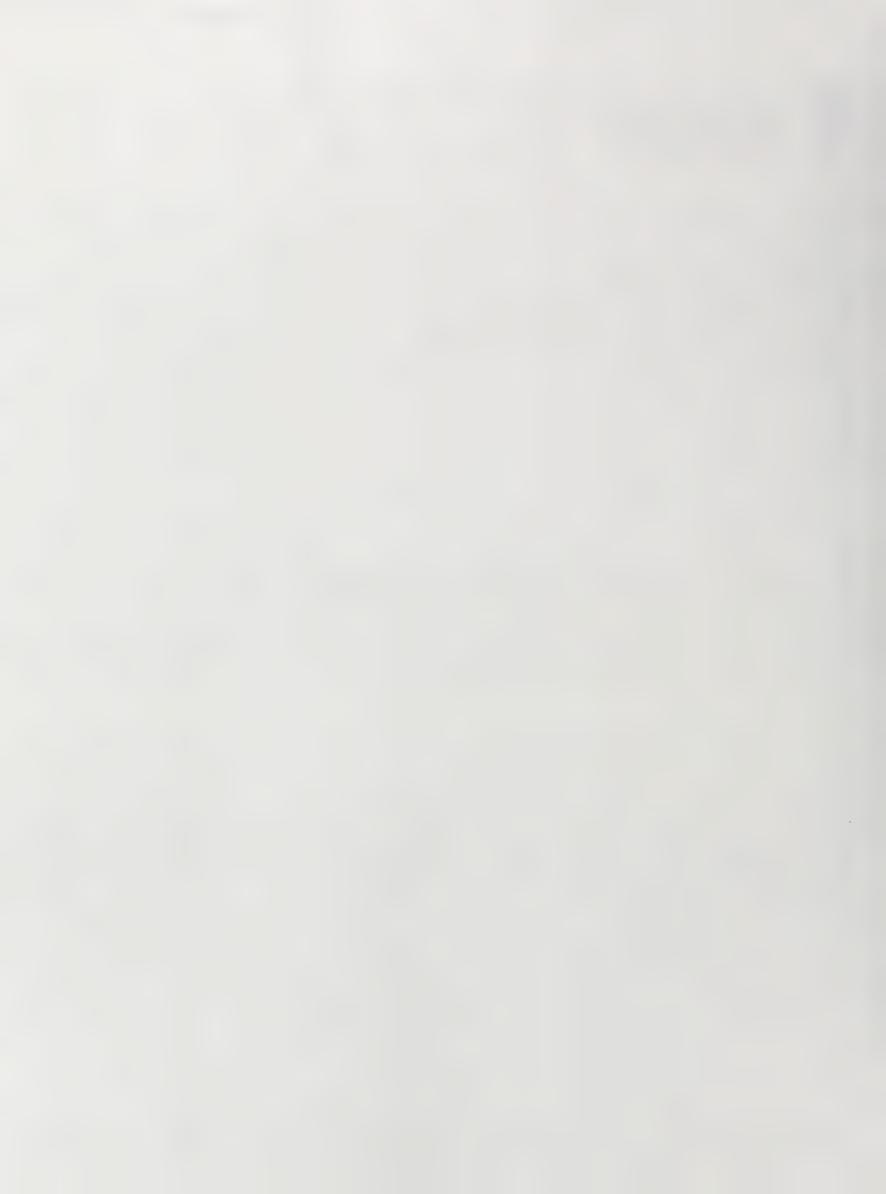
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Job No. 3328 Project:	56701	
Subject:		
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B51:	757 ×	60 - 25	378,000		777		
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ENVIRODYNE ENGINEERS, INC.

Record of Telephone Conversation

Date: 00 11 1987	Job No.: 3328
Time: 95%-1000 4vs	Subject: 1041 Plan
contact: Mel Surakowski	Subject: 10 yr Plan Changeolde beeroge Signs
Initiated By:	
Instructions or Data Obtained (Transmitted): Call Well	n upet:
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Puce is \$40,000 each p	ut un 1990 percen.
2. Fixed Changeable Remark	Signs at the following locations
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EW Napeville EB; High	
NW Plaza I EB	
TSN Pluza 21 SB	
TSC DEMISTER SB, North	li ave NB
TSS Plainfield NB	
each sign costs \$80,000	Put un 1994 lyr worki
0	
Deadlines or Meetings Set:	
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COPIES TO: P. Willer	
COPIES TO: PIMILEL file 56701	C. Dwas
	Ву





Job No.	332B	Project: 56	701			
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By: 10	Date:	10-11-89	Ck:	Date:		

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BECORD OF TELEPHONE CONVERSATION

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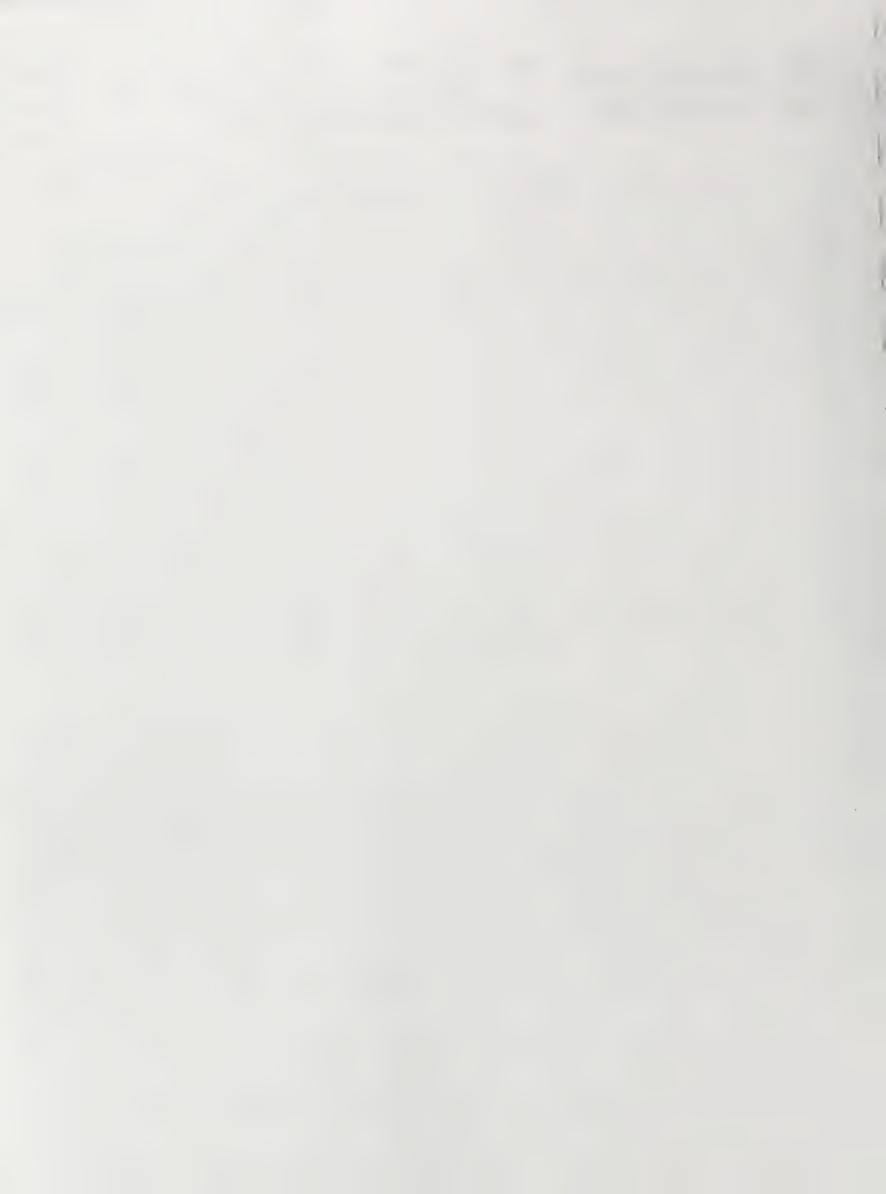
Date: 10/16/89	Job No.:	3328-56701
Time: 3:00p t	-	ICE DETECTION SYSTEM SITES
Contact: Hame: John Benda	_	
Affiliation: ISTHA		
Phone No.:	- 4, 4 -	and the second s
Initiated by: Contact Author		Sheet No.:/ of/
Sumary of Discussion: John returned my	call con	accorning Maintenance
requirements for ice detectors on	the sy	stem: they are needed in inter
up to 30 miles and at key locations, s	such as	Bensenville Bridge - Mile Long
Bridge, NS @ Army Trail Rd, etc.	They ar	e currently fixed A & \$40,000/
oring the contract of the cont	<u> </u>	Carrenting fracta has to office of
location.		
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Action Required:		
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cc:		
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Job No. 3328 Project:		
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168 North Clinton Street Chicago, Illinois 60606 (312) 648-1700 FAX (312) 648-4544

October 25, 1989

Mr. Antoine Karam, Chief Engineer Illinois State Toll Highway Authority 2001 West 22nd Street Oak Brook, Illinois 60521

Subject: 10-Year Program Update

Applications of Modern Technology

Dear Mr. Karam:

As requested on October 6, 1989 at the Director's briefing regarding the 10-Year Program, EEI has looked into applications of modern technology to tollway operations. To date, we have developed some information and basic costs on programmable message signs, patron call box system, ice monitoring system and AVI.

For programmable message signs, Mel Sierakowski gave us nine locations for permanent signs at \$80,000 each, and we included a mobile sign for each maintenance district at \$40,000 each, for a total project cost of \$1,160.000. This project is included in the 10-Year Program.

Bob Farrell from the New York State Thruway told us that the call box system they are familiar with typically is installed for about \$7,500/box, one on each side of the road, at 1/2 mile intervals. The interval is variable and can be whatever the Authority desires. These boxes are independent signal transmitters, not phones, with three buttons: for accidents, police or vehicle breakdowns. When the box cover is opened, a magneto generates enough power to send the signal to the nearest microwave tower where the message is passed on to CA. On our system, at 4 boxes/mile, the cost would be about \$8,200.000. There is virtually no maintenance involved with these call boxes, which are used in 13 states, most heavily in Florida. This project is not included in the 10-Year Program.

John Benda believes that ice detectors would be optimally placed approximately every 30 miles, at key locations such as the North-South Tollway at Army Trail



ENVIRODYNE ENGINEERS

Illinois State Toll Highway Authority October 25, 1989 Page Two

Road, and at major structures such as the Mile Long Bridge or Bensenville Bridge. Their price is currently fixed at about \$40,000/location. With 15 potential sites, this project would cost \$600,000. This project is not included in the 10-Year Program.

We spoke with Chris Hill at Castle Rock Consultants, Leesburg, VA about their experience with AVI. The Dulles Tollway in suburban Washington, D.C. is pursuing application of AVI now.

In their system, two AVI sensors will be installed in every lane, and there will be one reader for eight sensors (this duplicity is for increased reliability). Dulles has two mainline barriers and several ramp barriers, and all lanes in all barriers will have AVI sensors installed. The mainline barriers will initially have one lane dedicated to AVI only - the other lanes will have AVI equipment for patrons with cards, but will also take conventional manual or automatic collection.

The AVI dedicated lane has a mountable curb which begins around 500' ahead of the barrier itself, to segregate traffic. The dedicated AVI lanes will be expanded as traffic warrants, which may be soon, since the marketing survey leads them to expect 65% initial participation on the Dulles project.

According to reports, the most reliable system involves a semi-active shortwave transponder attached to subscriber vehicles. These are essentially the account cards, affixed to the vehicle, and currently are costing about \$50 each. Hopefully the price will come down as volume goes up.

Unit "rule of thumb" costs are \$7,500/reader and \$2,30/sensor with \$1,500 for installation. EEI recommends for initial conceptual estimates the assumption that the entire system, all lanes in all toll plazas have AVI equipment installed, and one automatic and one manual mainline plaza lane be converted to dedicated AVI use for the appropriate vehicles. We presume many commercial operators would highly value the



ENVIRODYNE ENGINEERS

Illinois State Toll Highway Authority October 25, 1989 Page Three

potential savings in travel time and fuel consumption gained by not having to come to a complete stop and wait in manual lane queues. We also estimated \$100,000/ mainline plaza for reconfiguring per lane to dedicated AVI service. This total cost becomes \$9,994,000. Other costs include signing modifications, central EDP equipment, and account management equipment including transponder cards. This project is included in the 10-Year Program.

We request your review and guidance on including the Call Boxes and ice detectors in the 10-Year Program. If you have any questions, please do not hesitate in contacting us.

Sincerely,

ENVIRODYNE ENGINEERS INC.

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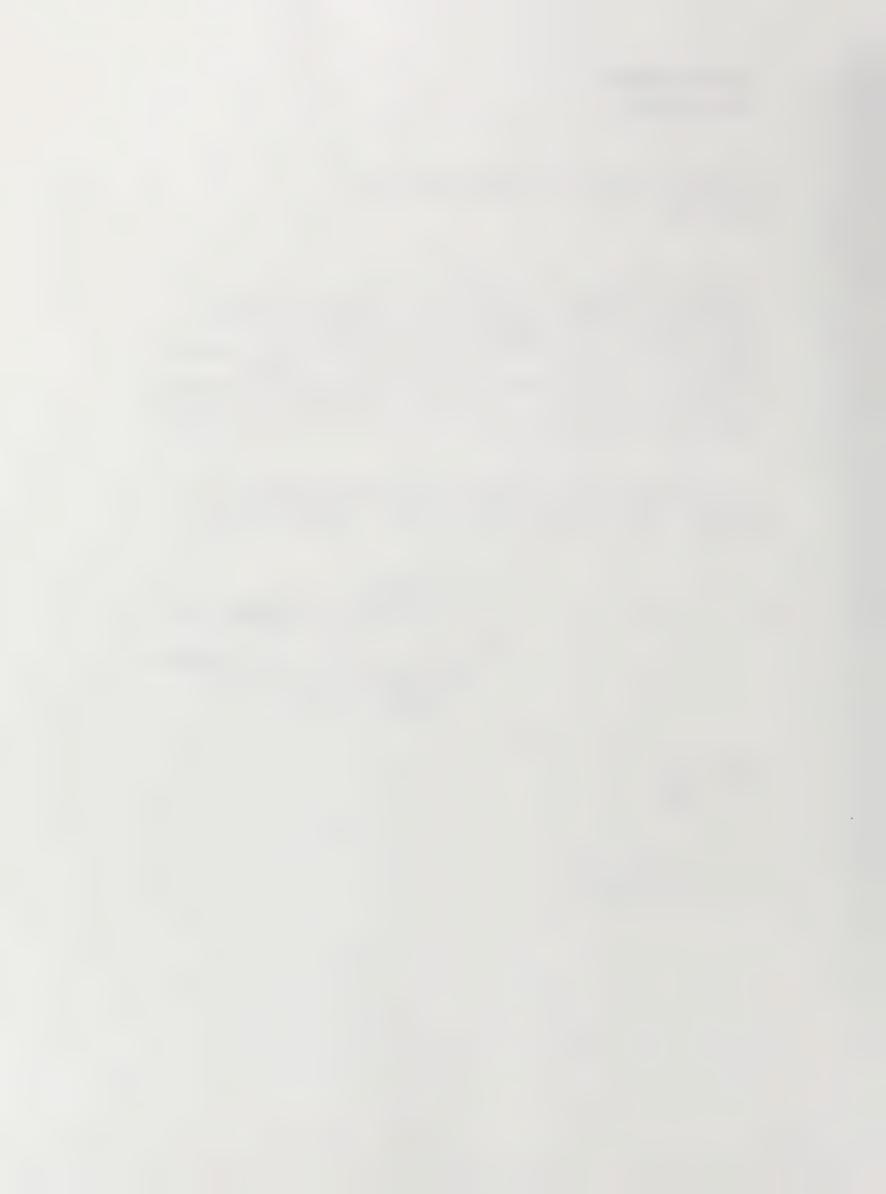
Christos A. Dovas, P.E.

Project Manager

CAD/PDM/dkz ID: 0487K File 56701

cc: M. Sierakowski

K. Susinskas





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Job No. 3328 Project: 56701

Subject: PLAZA COST SUMMARY W/ 5 N/O AUI

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By: PDM Date: 11/7/89 Ck: ____ Date: ______

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6 6 6	WE-150 WE-190 WE-190 WE-210	65-437 Plaza ti (Ruror, 00-99 IL31-RP 134 Eppan 99-495 Rehab RP 134-139-99-995 Rehab RP 134-139-99-995 Rehab RP 139-139-99-995 Rehab RP 139-199-999 Unfield/Hall St 1	9 9 9 159			\$14,010,000 \$14,275,000 \$14,275,000 \$14,625,000	\$657,50 0	514.010.000	f230, 0 00	37,717,500		s2,520,000		,							#1,455,tUO		\$1,927,500 \$1,962,500	36,547,500	5\$7,347,500 :
e e e	WE-150 WE-190 WE-210 WE-250	85-437 Plans &1 (Rurer, 00-99 IL3)-RP 134 E-pan 19-99 Plans &1 E-pan 19-99 Under RP 134-1; 99-999 Under RP 134-1; 99-999 Unfield/Hall &2 Pan 19-99-999 Unfield/Hall &2 Pan 19-99-999 Unfield/Hall &2 Pan 19-99-999 Unfield/Hall &3 Pan 19-99-99-99-99-99-99-99-99-99-99-99-99-9	9 56,000,0 9 59 52,000,0 2 50 52,000,0	000 52,60	9,140	\$14,010,000 \$14,275,000 \$14,275,000 \$14,625,000 \$2,000,000 \$6,462,500 \$9,950,000 \$14,00,000 \$14,0000	\$657,500		₹230 ₊ 0 ∩0	57,717,500 55,400,000		\$2,520,000		,	\$250,000			\$3,150,000					\$1,927,500 \$1,962,500	26,547,500	917,047,500 917,662,500 97,616,250 98,959,500
e e e	WE-150 WE-190 WE-210 WE-250	85-437 Plans &1 (Rurer, 00-99 IL3)-RP 134 E-pan 19-99 Plans &1 E-pan 19-99 Under RP 134-1; 99-999 Under RP 134-1; 99-999 Unfield/Hall &2 Pan 19-99-999 Unfield/Hall &2 Pan 19-99-999 Unfield/Hall &2 Pan 19-99-999 Unfield/Hall &3 Pan 19-99-99-99-99-99-99-99-99-99-99-99-99-9	9 56,000,0 9 59 52,000,0 2 50 52,000,0	000 52,60	9,140	\$14,010,000 \$19,275,000 \$1,275,000 \$1,4,625,000 \$2,800,000 \$4,42,500 \$1,45,000 \$1,45,000 \$1,45,000 \$2,600,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000	\$657,500 \$600,00 0	•		35,400,000		52,520,000		,			\$7,256,250	\$3,150,000		o32,653 , 125		932,053,125	\$1,927,500 \$1,962,500	38,542,500	917,047,500 917,662,500 97,616,250 98,959,500
E E E E E E E E E E E E E E E E E E E	ME-150 ME-190 ME-190 ME-210 ME-250 ME-300 ME-300	85-487 Flars 61 (flurer) 90-995 II31-RP 134 E-pain 90-955 Buhab RP 134-11 90-995 Hiden RP 134-11 90-996 R-pain RP 139-11 90-999 Hiden RP 139-11 90-999 Hinfield-RHI 52: 90-999 Haper, RdILS5 E. 80-413 Flars 55 (Rider 90-954 Pond Pasurf 145,7 90-999 Eppansion R 145.	56,000,0 9 9 9 159 27 28 28 28 28 28 28 28 28 28 28	000 53,50	9,140	\$14,010,000 \$19,275,000 \$1,275,000 \$1,4,625,000 \$2,800,000 \$4,42,500 \$1,45,000 \$1,45,000 \$1,45,000 \$2,600,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000 \$7,000,000	\$657,500 \$600,00 0	•		35,400,000				,			\$7,256,250	\$3,150,000		932,653,125		332,653,125	\$1,927,500 \$1,962,500	96,547,540	917,047,500 917,662,500 97,616,250 98,959,500
E E E E E E E E E E E E E E E E E E E	ME-150 ME-190 ME-190 ME-210 ME-250 ME-300 ME-300 ME-300 ME-300 ME-300 ME-300 ME-300	05-437 Plaza & Churor. 00-99 IL31-nP 134 F-pan 90-995 Pshab nP 134-1: 99-999 Ulden NP 134-1: 87-354 Pshab nP 139-1: 99-999 Unfield/hall &c: 99-999 Unfield/hall &c: 99-999 Unfield/hall &c: 99-999 Repen Resurf 145.7 00-413 Plaza SS (Midwe 90-454 Post Resurf 145.7 00-454 Post Resurf 145.7 00-45	36,000,0 9 9 25 25 26 26 26 27 28 29 20 20 20 20 20 20 20 20 20 20	32,60	9,140	\$14,010,000 \$19,275,000 \$1,275,000 \$14,625,000 \$2,600,000 \$2,400,000 \$14,250,000 \$14,250,000 \$2,450,000 \$2,450,000 \$2,250,000 \$12,225,000	5657,500 3600,00 0	•		35,400,000				,			\$7,256,250	23,150,000		932,653,125		932,053,125	\$1,422,500 \$1,962,500 \$0.40,250 \$0.20,500	91,547,500	917,347,500 917,662,500 97,616,250 98,959,600 98,547,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-190 WE-210 WE-250 WE-300 WE-300 WE-300 WE-300 WE-300 WE-300	05-437 Plaza 61 (Nurer, 00-99 IL31-NF 134-17 134 F-pan 19-99 Plaza 11 (Nurer, 19-99 Plaza 12 (Nurer, 19-99 Plaza 12 (Nurer, 19-99 Plaza 12 (Nurer, 19-99 Plaza 13 (Nurer, 19-99 Nurer, 19-15) Plaza 55 (Nurer, 19-99 Expansion NP 145, 79-99 Expansion	se,000,0 9 9 9 2 2 2 2 3 3 3 5 5 5 6 6 6 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8	52,60 55,50 500 55,50	9,140	\$14,010,000 \$14,275,000 \$14,275,000 \$14,625,000 \$2,000,000 \$2,000,000 \$3,400,000 \$7,000,000 \$72,400,000 \$12,225,000	5657,500 3600,00 0	•		35,400,000				,			\$7,256,250	e3,150,000		932,653,125		932,653,125	\$1,422,500 \$1,962,500 \$0.40,250 \$0.20,500	97.,547,500	917,347,500 917,662,500 97,616,250 98,959,600 98,547,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-190 WE-210 WE-250 WE-300 WE-300 WE-300 WE-300 WE-300 WE-300	05-437 Plaze 61 (Gurer, 00-95 Id31-Nr 134 E-pan 90-455 93-999 Hyden NP 134-11 93-999 Hyden NP 134-11 92-999 Haper, Rd L53 E 99-999 Haper, Rd L53 E 99-999 Haper, Rd L53 E 99-999 Pan Pan 155-7 93-999 Expansion NP 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999 145.7 93-999	se,000,0 9 159 20,000,0 150 150 150 150 150 150 1	52,60 53,50 500 500 500 500 500 500	0,000	\$14,010,000 \$14,275,000 \$14,575,000 \$14,575,000 \$2,600,000 \$6,600,000 \$7,975,000 \$7,975,000 \$7,975,000 \$7,975,000 \$7,975,000 \$10,275,000 \$10,275,000 \$100,000	5657,500 3600,00 0	\$6,000,000 \$100,000		35,400,000				,			\$7,256,250	\$3,150,000		932,653,125		932,659,125	\$1,422,500 \$1,962,500 \$0.40,250 \$0.20,500	38,547,500	917,347,500 917,662,500 97,616,250 98,959,600 98,547,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-190 WE-210 WE-250 WE-300 WE-300 WE-250 WE-250 WE-2500 WE-2500 WE-2500 WE-2500 WE-2500 WE-2500 WE-2500	85-487 Place 81 (Gurar 00-99 IL31-IP 134 E-pain 90-99 IL31-IP 139 E-pain Place 139-99 IL41-IP 139-99 IL41-IP 139-99 IL41-IP 139-99 IL41-IP 139-99 E-pain 135 E-pain	56,000,000,000,000,000,000,000,000,000,0	000 57,60 000 53,50 000 51,50	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,010,000 \$11,275,000 \$12,275,000 \$14,625,000 \$2,600,000 \$4,625,000 \$14,500,000 \$14,500,000 \$7,000,000 \$7,000,000 \$12,225,000 \$100,000 \$100,000 \$21,000,000 \$21,000,000 \$21,000,000 \$21,000,000 \$21,000,000	5657,500 3600,00 0	36,000,000		35,400,000		3£ 00 ₂ 000					\$7,256,250	\$3,150,000		932,653,125		932,653,125	\$1,422,500 \$1,962,500 \$0.40,250 \$0.20,500	36,547,500	917,347,500 917,662,500 97,616,250 98,959,600 98,547,500
E E E E E E E E E E E E E E E E E E E	ME-150 ME-190 MF-190 ME-250 ME-250 ME-300 ME-300	85-487 Flame 81 (fluror 00-98 It31-IN 134 F-pain 90-98 It31-IN 134 F-pain 90-98 It31-IN 134 F-pain 90-98 Flame 134-I It31 Flame 139-99 It34-II Still collection 199-999 Infield/IN 135 Flame 55 (Fiduce 90-454 Feed Feed Flame 145.7 90-999 Expansion IN 145	56,000,000,000,000,000,000,000,000,000,0	000 55,11 000 55,11 000 59,11 000 59,11 000 59,0000	0,000 0,000 0,000 0,000 0,000 0,000 0,000 14,108 0,000 14,241 18,277	\$14,010,000 \$14,275,000 \$14,575,000 \$14,575,000 \$2,600,000 \$6,600,000 \$7,975,000 \$7,975,000 \$7,975,000 \$7,975,000 \$7,975,000 \$10,275,000 \$10,275,000 \$100,000	5657,500 3600,00 0	\$100,000 \$100,000 \$4,000,000 \$400,000 \$700,000		35,400,000 319,600,000 31,100,000				, , , , , , , , , , , , , , , , , , ,			\$7,256,250	\$3,150,000		932,653,125		932,653,125	\$1,422,500 \$1,962,500 \$0.40,250 \$0.20,500	26,547,500	917,347,500 917,662,500 97,616,250 98,959,600 98,547,500
E E E E E E E E E E E E E E E E E E E	ME-150 ME-190 ME-210 ME-250 ME-300 ME	85-487 Flara & I (flurar, 100-99 It31-IP 134 F-pain 90-95 It31-IP 134 F-pain 90-95 It31-IP 134 F-pain 90-95 It31-IP 134 F-pain 90-95 It41	55,000,000,000,000,000,000,000,000,000,	000 52,60 000 53,50 000 56,50 000 56,10 000 56,11 000 56,11 000 56,11 000 56,11 000 56,11 000 56,11	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,010,000 \$14,275,000 \$14,525,000 \$2,625,000 \$2,625,000 \$3,400,000 \$3,400,000 \$7,000,000 \$14,275,000 \$14,275,000 \$14,275,000 \$14,000,000 \$10	\$657,500 \$600,000	\$100,000 \$100,000 \$400,000 \$400,000		35,400,000 319,000,000		5€00,000 54,250,000 51,100,300					\$7,256,250	\$3,150,000		932,653,125		932,653,125	\$1,422,500 \$1,962,500 \$0.40,250 \$0.20,500	98,547,500	917,347,500 917,662,500 97,616,250 98,959,600 98,547,500
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6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-500 WE-100 WE-100 WE-100	80-437 Flare & C (Curon: 00-995 IL31-NP 134 E-pain 90-455 Buhab NP 134-1: 99-999 Hiden NP 134-1: 99-999 Hiden NP 134-1: 99-999 Hiden NP 139-1: 99-999 Hinfield/NI & E 99-999 Hinfield/NI & E 99-999 Fapan No 1155 E 90-434 Plane & C (Nider NP 145: 99-999 Enpane on P145: 91-939 Papan No 1153 Plane & Nider NP 145: 93-999 Enpane on P145: 93-939 Enpane on P145: 93-939 Enpane No 1159 Plane & Nider NP 145: 93-939 Enpane NP 145: 94-945 Enpane NP 1	56,000,000,000,000,000,000,000,000,000,0	2000 \$2,60 2000 \$3,50 2000 \$4,50 2000 \$5,1 2000 \$5,1 2000 \$5,0 2000 \$2,0 2000 \$2,	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,010,000 \$14,075,000 \$14,075,000 \$14,625,000 \$2,605,000 \$2,605,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000 \$14,000	\$657,500 \$600,000	\$100,000 \$4,000,000 \$4,000,000 \$400,000 \$700,000 \$1,000,000 \$400,000	5630,000 5771,675	35,400,000 319,000,000 31,100,000 31,000,000 36,772,500		\$600,000 \$4,250,000 \$1,100,000 \$8,000,000 \$6,946,375 \$600,000	\$1,160,000	54,250,000	5250,000	34.0,000	3 7,256,250						\$1,422,500 \$1,462,500 \$0.46,250 \$0.21,500		917,347,500 : 917,616,250 : 96,959,500 : 96,547,500 : 911,002,500 :
6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-500 WE-100 WE-100 WE-100	80-437 Flare & C (Curon: 00-995 IL31-NP 134 E-pain 90-455 Buhab NP 134-1: 99-999 Hiden NP 134-1: 99-999 Hiden NP 134-1: 99-999 Hiden NP 139-1: 99-999 Hinfield/NI & E 99-999 Hinfield/NI & E 99-999 Fapan No 1155 E 90-434 Plane & C (Nider NP 145: 99-999 Enpane on P145: 91-939 Papan No 1153 Plane & Nider NP 145: 93-999 Enpane on P145: 93-939 Enpane on P145: 93-939 Enpane No 1159 Plane & Nider NP 145: 93-939 Enpane NP 145: 94-945 Enpane NP 1	56,000,000,000,000,000,000,000,000,000,0	2000 \$2,60 2000 \$3,50 2000 \$4,50 2000 \$5,1 2000 \$5,1 2000 \$5,0 2000 \$2,0 2000 \$2,	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,010,000 \$14,075,000 \$14,075,000 \$14,625,000 \$2,605,000 \$2,605,000 \$14,000,000 \$14,000,000 \$15,000,000 \$15,000,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000	\$657,500 \$600,000	\$100,000 \$4,000,000 \$4,000,000 \$400,000 \$700,000 \$1,000,000 \$400,000	5630,000 5771,675	35,400,000 319,000,000 31,100,000 31,000,000 36,772,500		\$600,000 \$4,250,000 \$1,100,000 \$8,000,000 \$6,946,375 \$600,000	\$1,160,000	54,250,000	5250,000	34.0,000	3 7,256,250						\$1,422,500 \$1,462,500 \$0.46,250 \$0.21,500		917,347,500 : 917,662,500 : 97,616,250 : 98,959,500 : 98,547,500 :
6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	WE-150 WE-250 WE-250 WE-250 WE-300 WE-150 WE	80-437 Flars &1 (Number 100-995 It31-NP 134-E-pain 90-455 Publish NP 134-E-pain 90-455 Publish NP 134-E-pain 199-999 Hidden NP 134-E-pain 199-999 Hidden NP 134-E-pain 199-999 Hidden NP 139-E-pain 199-999 Hidden NP 139-E-pain 199-999 Plars & (Number 195-7-99-999 Plars & (Number 195-7-99-999 Plars & (Number 195-7-99-999 Plars & (Number 195-7-9-195-195-195-195-195-195-195-195-195-1	56,000,000,000,000,000,000,000,000,000,0	2000 \$2,60 2000 \$3,50 2000 \$4,50 2000 \$5,1 2000 \$5,1 2000 \$5,0 2000 \$2,0 2000 \$2,	0,000 0,000 0,000 0,000 0,000 0,000 14,24 1,000 14,24 1,000 0,000 14,24 1,000 0,000 0,000 0,000 0,000	\$14,010,000 \$11,275,000 \$14,525,000 \$2,605,000 \$4,625,000 \$14,525,000 \$14,500,000 \$14,500,000 \$7,2525,000 \$12,255	\$657,500 \$600,000 \$750,500 \$100,000	\$100,000 \$4,000,000 \$4,000,000 \$400,000 \$700,000 \$1,000,000 \$400,000	5630,000 5771,675	35,400,000 319,000,000 31,000,000 36,772,500 	5 / 1 - 74 5 / 1 - 70 5 / 1 - 70 5 / 1 - 70	\$600,000 24,250,000 31,100,000 59,000,000 59,000,000 59,000,000 59,000,000	\$1,160,000	54,250,000	\$250,000	34.0,000	\$7,256,250						\$1,422,500 \$1,462,500 \$0.46,250 \$0.21,500		917,347,500 : 917,616,250 : 96,959,500 : 96,547,500 : 911,002,500 :
6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-504 WE-70L WE-70L WE-166 WE-166 WE-166 WE-166 WE-166 WE-166 WE-166 WE-166	85-487 Flara & C (Church Q0-995 IL31-NP 134 E-pain 90-959 Hiden NP 134-11 99-999 Hiden NP 134-11 99-999 Hiden NP 134-11 99-999 Hiden NP 139-11 99-999 Hiden NP 139-11 99-999 Hiden Seab NP 139-11 99-999 Hiden Seab NP 139-11 99-999 Fabra Seab NP 139-11 90-431 Plara SS (Midwa NP 145-11 90-432 Paper New 145-7 90-432 Paper New 145-7 91-299 Fabra Recommendation 164-343 Laber Cook Interch 164-343 Laber Cook Interch 165-356 Recommendation 164-343 Laber Cook Interch 165-356 Recommendation 164-343 Laber Cook Interch 165-356 Recommendation 164-340 CR 164-340 Recommendation 165-356 Recommendation 165-35	55,000,000,000,000,000,000,000,000,000,	2000 \$2,60 2000 \$3,50 2000 \$4,50 2000 \$5,1 2000 \$5,1 2000 \$5,1 2000 \$5,0 2000 \$2,0 2000 \$2,	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,010,000 \$14,275,000 \$14,625,000 \$2,607,000 \$2,607,000 \$2,607,000 \$2,607,000 \$2,760,000 \$2	\$657,500 \$600,000 \$752,500 \$100,000	\$100,000 \$4,000,000 \$4,000,000 \$400,000 \$700,000 \$1,000,000 \$400,000	\$600,000 \$771,675 52 441,775	319,000,000 31,100,000 31,100,000 36,772,500 .1 4.6 .6.7		\$6,00,000 \$4,250,000 \$1,100,000 \$6,946,375 \$6,000 \$74,4,15 \$246,377,15 \$15,657,1000 \$10,046,750	\$1,160,000	54,250,000	\$250,000	34.0,000 34.0,000 317,010,600 321,222,500	\$7,256,250				315,340,210		\$1,422,500 \$1,462,500 \$0.46,250 \$0.21,500		917,347,500 : 917,616,250 : 96,959,500 : 96,547,500 : 911,002,500 :
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Number 100-995 It31-NP 134 E-pain 90-455 Ps. p	56,000,000,000,000,000,000,000,000,000,0	000 57,61 000 55,1 000 55,1 000 55,1 000 57,0 000 57,0 00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,210,000 \$14,275,000 \$14,525,000 \$2,605,000 \$2,605,000 \$2,605,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$16,000,000 \$16,0	\$657,500 \$600,000 \$752,500 \$100,000 \$11,\$	\$100,000 \$4,000,000 \$400,000 \$100,000 \$1,000,000	56.30,000 5771,675 5.441,715 54,021,500 5937,500	35,400,000 319,000,000 31,100,000 36,772,500 	5 . 1	\$600,000 \$4,250,000 \$1,100,000 \$8,000,000 \$6,946,375 \$600,000 \$74,4,15 \$15,657,100 \$18,086,750 \$8,977,500	\$1,160,000 51,160,000	54,250,000	\$250,000	\$4,0,000 \$17,010,000 \$21,762,500 \$13,210,000	37,256,250 514,617,375 34,504,500	\$35,67,		*1, 1 920,270,250 273,425,500	\$\$5,5 m, 2° U	9112.274.43m	\$1,422,500 \$1,462,500 \$0.46,250 \$9.27,500		917,347,500 917,616,250 97,616,250 96,559,500 96,547,500 911,002,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Number 100-995 It31-NP 134 E-pain 90-455 Ps. p	56,000,000,000,000,000,000,000,000,000,0	000 57,61 000 55,1 000 55,1 000 55,1 000 57,0 000 57,0 00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,210,000 \$14,275,000 \$14,525,000 \$2,605,000 \$2,605,000 \$2,605,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$16,000,000 \$16,0	\$657,500 \$600,000 \$752,500 \$100,000 \$11,\$	\$100,000 \$4,000,000 \$400,000 \$100,000 \$1,000,000	56.30,000 5771,675 5.441,715 54,021,500 5937,500	35,400,000 319,000,000 31,100,000 36,772,500 	5 . 1	\$600,000 \$4,250,000 \$1,100,000 \$8,000,000 \$6,946,375 \$600,000 \$74,4,15 \$15,657,100 \$18,086,750 \$8,977,500	\$1,160,000 51,160,000	54,250,000	\$250,000	\$4,0,000 \$17,010,000 \$21,762,500 \$13,210,000	37,256,250 514,617,375 34,504,500	\$35,67,		*1, 1 920,270,250 273,425,500	\$\$5,5 m, 2° U	9112.274.43m	\$1,422,500 \$1,462,500 \$0.46,250 \$9.27,500		917,347,500 917,616,250 97,616,250 96,559,500 96,547,500 911,002,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Number 100-995 It31-NP 134 E-pain 90-455 Ps. p	56,000,000,000,000,000,000,000,000,000,0	000 57,61 000 55,1 000 55,1 000 55,1 000 57,0 000 57,0 00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,210,000 \$14,275,000 \$14,525,000 \$2,605,000 \$2,605,000 \$2,605,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$16,000,000 \$16,0	\$657,500 \$600,000 \$752,500 \$100,000 \$11,\$	\$100,000 \$4,000,000 \$400,000 \$100,000 \$1,000,000	56.30,000 5771,675 5.441,715 54,021,500 5937,500	35,400,000 319,000,000 31,100,000 36,772,500 	5 . 1	\$600,000 \$4,250,000 \$1,100,000 \$8,000,000 \$6,946,375 \$600,000 \$74,4,15 \$15,657,100 \$18,086,750 \$8,977,500	\$1,160,000 51,160,000	54,250,000	\$250,000	\$4,0,000 \$17,010,000 \$21,762,500 \$13,210,000	37,256,250 514,617,375 34,504,500	\$35,67,		*1, 1 920,270,250 273,425,500	\$\$5,5 m, 2° U	9112.274.43m	\$1,422,500 \$1,462,500 \$0.46,250 \$9.27,500		917,347,500 917,616,250 97,616,250 96,559,500 96,547,500 911,002,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Number 100-995 It31-NP 134 E-pain 90-455 Ps. p	56,000,000,000,000,000,000,000,000,000,0	000 57,61 000 55,1 000 55,1 000 55,1 000 57,0 000 57,0 00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0,000	\$14,210,000 \$14,275,000 \$14,525,000 \$2,605,000 \$2,605,000 \$2,605,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$14,525,000 \$16,000,000 \$16,0	\$657,500 \$600,000 \$752,500 \$100,000 \$11,\$	\$100,000 \$4,000,000 \$400,000 \$100,000 \$1,000,000	56.30,000 5771,675 5.441,715 54,021,500 5937,500	35,400,000 319,000,000 31,100,000 36,772,500 	5 . 1	\$600,000 \$4,250,000 \$1,100,000 \$8,000,000 \$6,946,375 \$600,000 \$74,4,15 \$15,657,100 \$18,086,750 \$8,977,500	\$1,160,000 51,160,000	54,250,000	\$250,000	\$4,0,000 \$17,010,000 \$21,762,500 \$13,210,000	37,256,250 514,617,375 34,504,500	\$35,67,		*1, 1 920,270,250 273,425,500	\$\$5,5 m, 2° U	9112.274.43m	\$1,422,500 \$1,462,500 \$0.46,250 \$9.27,500		917,347,500 917,616,250 97,616,250 96,559,500 96,547,500 911,002,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	85-487 Place 81 (Number 100-99 131-17 134 Fepain 90-99 131-17 134 Fepain 90-999 144-18 134-17	5, 500, 000, 000, 000, 000, 000, 000, 0	000 57,61 000 58,50 000 51 000 51 000 54 000	0,000 0 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0 0,000 0 0,000 0 0 0	\$14,010,000 \$11,275,000 \$12,275,000 \$2,500,000 \$2	\$657,500 \$600,000 \$752,500 \$100,000 \$11,5 \$1,5 \$1,5	\$100,000 \$4,000,000 \$400,000 \$100,000 \$1,000,000 \$1,000,000 \$400,000	\$600,000 \$771,675 \$2,441,715 \$4,021,500 \$937,500 \$1,445,625 \$3,464,825	319,000,000 319,000,000 31,000,000 36,772,500 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000	5 . '4. '74 5 . 4 . '70 5 . 4 . '70 5 . 3 . (0 5 . 3 . (0 5 . 3 . (0) 14	\$4,250,000 \$4,250,000 \$1,100,000 \$9,000,000 \$6,946,975 \$600,000 \$74,4 11 \$15,657,000 \$19,046,750 \$8,977,000 \$1,400,150 \$15,5010,50	\$1,160,000 51,160	54,250,000 :-1,, :1*, ir, :1*, ir, :1*,,	\$7,539,000 \$4,57,000 \$4,57,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000 \$1,50,000	54.0,000 517.010.000 517.010.000 521.762.500 513.20.000 513.20.000 513.20.000 517.770.435 5177.779.196	37,256,250 317,617,375 34,504,500 :4, 4,	\$33,925,500 \$10,412,000 \$10,412,000 \$15,673,750 \$90,011,220	30,710,000	*1, 1 \$20,270,250 \$33,925,500 \$20,41131 \$1,11,111	315,340,210 1 315,340,210 2 111,111 1 3122,450,0	\$117,274,430 \$20,270,250	\$1,422,500 \$1,462,500 \$0.46,750 \$9.8,500 \$1,222,500 \$1,222,500	**************************************	917,347,500 917,616,250 97,616,250 96,559,500 96,547,500 911,002,500
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	85-487 Place 81 (Number 100-99 131-17 134 Fepain 90-99 131-17 134 Fepain 90-999 144-18 134-17	5, 500, 000, 000, 000, 000, 000, 000, 0	000 57,61 000 58,50 000 51 000 51 000 54 000	0,000 0 0,000 0,000 0,000 0,000 0,000 0,000 0,000 0 0,000 0 0,000 0 0 0	\$14,010,000 \$14,275,000 \$14,275,000 \$14,625,000 \$2,605,000 \$2,605,000 \$14,200,000 \$2,605,000 \$14,200,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$3,605,000 \$2,605,000 \$2,605,000 \$3,605,000	\$657,500 \$600,000 \$100,000 \$11,\$ \$6, 10,000 \$147,500 \$147,500 \$119,502,625 \$122,647,500	\$100,000 \$100,000 \$4,000,000 \$700,000 \$1,000,000 \$400,000	5600,000 5771,675 5744,775 54,021,500 597,500 574,446,625 574,446,625	319,000,000 319,000,000 31,000,000 31,000,000 36,772,500 21,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000	5 .41,700 5 .41,700 2 .17,700 57,940,C00 14,7 .7 85,054,375 11,92,071 11,15,0	\$600,000 \$4,250,000 \$1,100,000 \$9,000,000 \$6,976,975 \$600,000 \$74,4,15 \$15,657,000 \$19,046,750 \$19,046,750 \$19,046,750 \$19,046,750	\$1,160,000 \$1,227,506 \$1,227,506 \$1,227,506 \$1,127,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$111,127 \$11,127 \$111,12	54,250,000 :-1,,1 :-1,,0 :-1,,00 :-1,,	\$7,53,000 \$4,57,000 \$4,57,000 \$16,03,70	34.0,000 317,010,000 221,22,500 513,210,000 513,210,000 513,210,000 513,210,000	37,256,250 317,617,375 34,504,500 :4,' 4,' 315,617,375 Year 1995; 3	\$33,925,500 \$10,412,000 \$10,412,000 \$15,673,750 \$90,011,200	3.,715,000	220,270,250 23,395,500 20,412,600 1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1	\$15,240,210 1	920,270,250	\$1,422,500 \$1,462,500 \$0.46,250 \$9.27,500	141, 141	917,347,500 : 917,662,500 : 97,616,250 : 98,959,500 : 98,547,500 : 911,002,500 : 911,0
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	85-487 Place 81 (Number 100-99 131-17 134 Fepain 90-99 131-17 134 Fepain 90-999 144-18 134-17	5, 500, 000, 000, 000, 000, 000, 000, 0	000 57,61 000 58,50 000 51 000 51 000 54 000	0,000 0,000 0,000 0,000 0,000 14,108 00,000 14,108 00,000 14,241 16,277 16,279 10,000 10,000 11,241 10,000 11,241 10,000 10,000 11,241 10,000 10,000 11,241 10,000 10,	\$14,010,000 \$114,275,000 \$14,625,000 \$2,605,000 \$2,605,000 \$14,550,000 \$2,605,000 \$14,550,000 \$14,	\$657,500 \$600,000 \$752,500 \$100,000 \$11,5 \$1,5 \$1,5 \$1,5 \$1,5 \$1,5 \$2,60,000 \$2,60,000	\$100,000 \$100,000 \$4,000,000 \$100,000 \$1,000,000 \$1,000,000 \$400,000 \$1,000,000 \$1,000,000 \$1,000,000	5600,000 5771,675 5.44*.*** 54,021,500 5937,500 77,4646,675 37,404,875 1114.**	319,000,000 31,100,000 31,000,000 36,772,500 315,057,000	5 . 14 . 75 5 . 4 . 70 5 . 4 . 70 7 . 7 . 70 5 . 7 . 940, Con 14 . 7 . 7 15 . 7 . 7 17 . 7 . 7 18 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 .	\$4,250,000 \$1,100,000 \$9,000,000 \$9,000,000 \$6,946,375 \$600,000 \$24,34,11 \$15,657,000 \$18,657,000 \$18,657,000 \$15,	\$1,160,000 27,267,500 37,267,500 37,267,500 74,267,500 111,77,74 111,77,74 111,77,74	54,250,000 111,11,000 113,290,000 115,057,000 29,977,000 11,11,11,11,11,11,11,11,11,11,11,11,11,	\$7.539,000 \$4,57>,000 \$4,57>,000 \$4,57>,000 \$4,57>,000	34.0,000 317,010,000 221,262,500 231,262,500 231,262,500 231,277,106	37,256,250 316,617,375 34,504,500 :4,' 4,' 310,617,375 721,121,475 Year 1995; 3	333,928,500 310,412,003 315,673,750 390,011,250 3111,133,125	3.,715,000 3.,715,000	20,270,250 373,925,700 5,0,412,600 4,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1	315,040,210 3 315,040,210 3 315,040,210 3 315,040,210 3	9112,274,430 920,270,250 ************************************	\$1,427,500 \$1,462,000 \$0.46,750 \$9.7,700 \$1,227,500 \$1,227,500	141, 24 141, 24 141, 24 141, 24 141, 24, 1	917,347,500 : 917,662,500 : 97,616,250 : 96,959,500 : 913,002,
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	85-487 Place 81 (Number 100-99 131-17 134 Fepain 90-99 131-17 134 Fepain 90-999 144-18 134-17	5, 500, 000, 000, 000, 000, 000, 000, 0	000 57,61 000 58,50 000 51 000 51 000 54 000	0,000 0,000 0,000 0,000 0,000 0,000 0,000 1,100 0,000 1,21 1,000 0,000 1,21 1,000 1,00	\$14,010,000 \$14,275,000 \$14,275,000 \$14,625,000 \$2,605,000 \$2,605,000 \$14,210,000 \$2,605,000 \$14,210,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$2,605,000 \$3,605,000 \$2,605,000 \$2,605,000 \$3,605,000	\$657,500 \$600,000 \$752,500 \$100,000 \$11,5 \$1,5 \$1,5 \$1,5 \$1,5 \$1,5 \$2,60,000 \$2,60,000	\$100,000 \$100,000 \$4,000,000 \$700,000 \$1,000,000 \$400,000	5600,000 5771,675 5.44*.*** 54,021,500 5937,500 77,4646,675 37,404,875 1114.**	319,000,000 319,000,000 31,000,000 31,000,000 36,772,500 21,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000	5 . 14 . 75 5 . 4 . 70 5 . 4 . 70 7 . 7 . 70 5 . 7 . 940, Con 14 . 7 . 7 15 . 7 . 7 17 . 7 . 7 18 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 .	\$4,250,000 \$1,100,000 \$1,100,000 \$5,000,000 \$6,946,375 \$600,000 \$24,4,15 \$15,657,100 \$10,046,750 \$0,977,000 \$1,500,0	\$1,160,000 27,267,500 37,267,500 37,267,500 74,267,500 111,77,74 111,77,74 111,77,74	54,250,000 :-1,,1 :11, tr 0 :11, tr 0 :11, tr 0 :11, or 0	\$7.539,000 \$4,57>,000 \$4,57>,000 \$4,57>,000 \$4,57>,000	34,0,000 317,010,000 321,262,500 319,210,000 319,210,000 319,210,000 319,210,000	37,256,250 316,617,375 34,504,500 :4,' 4,' 310,617,375 721,121,475 Year 1995; 3	\$15,67,750 \$10,412,000 \$10,412,000 \$111,133,125 \$111,133,125 \$2,291,125 \$22,000,000 \$10,4	3715.000 	20,276,250 233,925,500 20,412,600 379,441,313 379,441,313 379,441,313 379,441,313 379,441,313	\$15,0 to,2 to 1	9112,274,430 920,270,250 ************************************	\$1,422,500 \$1,462,500 \$0.46,750 \$9.7,500 \$1,522,500 \$1,522,500 \$1,522,500	191, 639,680 191, 710,000 191,710,000	917,347,500 : 917,662,500 : 97,616,250 : 96,959,500 : 911,002,500 : 911,002,500 : 911,002,500 :
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	85-487 Place 81 (Number 100-99 131-17 134 Fepain 90-99 131-17 134 Fepain 90-999 144-18 134-17	## \$6,000,000 ## \$1,000,000 ## \$1,000,000,000 ## \$1,000,000,000 ## \$1,000,000,000 ## \$1,000,000,000 ## \$1	000 52,60 000 53,50 000 54,50 000 54,00 000 54,00 000 52,00 000 52,00 000 54	0,000 0,000 0,000 0,000 0,000 0,000 0,000 1,21 1,000 0,000 1,21 1,000 0,000 1,21 1,000	\$14,010,000 \$114,010,000 \$14,075,000 \$2,075,000 \$2,000,000 \$3,000,000 \$14,010,000 \$14,	\$752,500 \$752,500 \$100,000 \$100,000 \$11,5 \$7, 10,700 \$5,114,000 \$3,47,000 \$1,5	\$100,000 \$100,000 \$4,000,000 \$400,000 \$1,000,000 \$1,000,000 \$400,000 \$1,000,000 \$1,000,000	5600,00u 5771,675 57 441,775 34,021,500 3937,500 7,445,625 37,444,625 111111111111111111111111111111111111	319,000,000 31,100,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000	5 . 14 . 75 5 . 4 . 70 5 . 4 . 70 7 . 7 . 70 5 . 7 . 940, Con 14 . 7 . 7 15 . 7 . 7 17 . 7 . 7 18 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 .	\$600,000 \$4,250,000 \$1,100,000 \$9,000,000 \$6,946,375 \$600,000 \$1,44,415 \$15,657,000 \$10,44,150 \$15,657,000 \$1,44,452,150 \$15,510,510 \$1,44,452,150 \$15,510,510 \$1,44,452,150	51,160,000 51,160,000 51,287,500 51,287	54,250,000 111,11,000 113,290,000 115,057,000 29,977,000 11,11,11,11,11,11,11,11,11,11,11,11,11,	\$7.539,000 \$4,575,000 \$4,575,000 \$16,075,700 \$16,075,700 \$16,075,700 \$16,075,700 \$16,075,700	34,0,000 317,00,000 321,262,500 313,220,000 313,220,000 313,220,000 313,220,000 313,220,000	\$7,256,250 \$16,617,375 \$4,504,500 :4,4,501,375 \$21,173,875 Year 1995; 3	\$33,925,500 \$33,925,500 \$10,412,000 \$15,673,750 \$90,011,200 \$15,125,125 \$15,125,125 \$22,291,125 \$22,291,125 \$22,291,125 \$22,291,125 \$22,291,125	3715.000 	20,270,250 373,925,700 5,0,412,600 4,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1	\$15,040,2*0 1	9112,274,430 920,270,250 ************************************	\$1,427,500 \$1,462,500 \$0.46,250 \$0.27,500 \$1,522,500 \$1,522,500	141, 24 141, 24 141, 24 141, 24 141, 24, 1	917,347,500 : 917,662,500 : 97,616,250 : 96,959,500 : 913,002,
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Curany 00-995 II) - Place 81 (Curany 00-995 III) - Place 81 (Curany 00-995 III) - Place 81 (Place 81 Place 82 Place 82 Place 83 Pl	55,000,000,000,000,000,000,000,000,000,	000 52,60 000 53,50 000 54,50 000 54,00 000 54,00 000 52,00 000 52,00 000 54	0,000 0,000 0,000 0,000 0,000 0,000 0,000 1,100 0,000 1,241 1,	\$14,010,000 \$114,075,000 \$14,675,000 \$2,675,000 \$2,675,000 \$2,675,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,675,000 \$14,	\$752,500 \$752,500 \$100,000 \$100,000 \$11,5 \$7, 10,700 \$5,114,000 \$3,47,000 \$1,5	\$100,000 \$100,000 \$4,000,000 \$400,000 \$500,000 \$1,000,000 \$400,000 \$400,000 \$1,000,000 \$400,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	5600,000 5771,675 57,441,500 5937,500 51,61,71 52,445,625 37,461,625 37,461,625 37,461,625	319,000,000 319,000,000 31,000,000 31,000,000 36,772,500 31,000,000	5 . 14 . 75 5 . 4 . 70 5 . 4 . 70 7 . 7 . 70 5 . 7 . 940, Con 14 . 7 . 7 15 . 7 . 7 17 . 7 . 7 18 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 19 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 . 7 .	\$4,250,000 \$4,250,000 \$1,100,000 \$5,000,000 \$6,946,375 \$600,000 \$13,47,47 \$15,657,000 \$10,046,750 \$14,462,150 \$15,47,400 \$14,462,150 \$15,47,400 \$15,47,400 \$15,55,000,000 \$15,55,00	51,160,000 51,160,000 51,287,500 51,287	54,250,000 21,11,11,11,11,11,11,11,11,11,11,11,11,1	\$7.539,000 \$4,575,000 \$4,575,000 \$16,075,700 \$16,075,700 \$16,075,700 \$16,075,700 \$16,075,700	34,0,000 317,000 321,262,500 331,262,500 313,262,500 313,262,500 317,777,186 3177,789,186	514,617,375 54,504,500 14,4,513,375 21,121,875 Year 1995: 5	\$33,925,500 \$33,925,500 \$10,412,000 \$10,412,000 \$90,011,250 \$90,011,250 \$111,133,135 \$12,291,185 \$12,291,185 \$12,291,185 \$13,185	3715.000 	20,270,250 233,925,500 253,412,600 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111	315,340,210 3 315,340,210 3 317,3450,011 3 317,450,011 3	9112,274,439 920,270,250 111,274,440 111,270,441 111,270,441 111,270,441 111,270,441 111,270,441 111,270,441 111,270,441	\$1,427,500 \$1,462,500 \$0.46,250 \$0.27,500 \$1,522,500 \$1,522,500	141, 44 141, 44 141, 44 141, 44 141, 43 151, 639, b003 141, 704, 600 161, 710, 750	917,347,500 : 917,616,250 : 97,616,250 : 96,547,500 : 911,002,500 : 111,002,500 : 111,002,500 : 211,002,500 :
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Curany 00-995 II) - Place 81 (Curany 00-995 III) - Place 81 (Curany 00-995 III) - Place 81 (Place 81 Place 82 Place 82 Place 83 Pl	55,000,000,000,000,000,000,000,000,000,	000 52,60 000 53,50 000 54,50 000 54,00 000 54,00 000 52,00 000 52,00 000 54	0,000 0,000 0,000 0,000 0,000 0,000 0,000 1,100 0,000 1,241 1,	\$14,010,000 \$114,075,000 \$14,675,000 \$2,675,000 \$2,675,000 \$2,675,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,575,000 \$14,675,000 \$14,	\$752,500 \$752,500 \$100,000 \$100,000 \$11,5 \$7, 10,700 \$5,114,000 \$3,47,000 \$1,5	\$100,000 \$100,000 \$4,000,000 \$400,000 \$500,000 \$1,000,000 \$400,000 \$400,000 \$1,000,000 \$400,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	5600,000 5771,675 57,441,500 5937,500 51,61,71 52,445,625 37,461,625 37,461,625 37,461,625	319,000,000 319,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000 31,000,000	5 . 14. 74 5 . 4 . 70 5 . 4 . 70 5 . 3 . 10 5 . 3 . 10 5 . 3 . 3 . 10 6 . 3 . 3 . 3 . 3 . 3 . 3 . 3 . 3 . 3 .	3:00,000 24,250,000 51,100,000 59,000,000 59,000,000 70,4,11 215,657,100 510,06,750 50,977,500 111,14	\$1,160,000 \$7,287,500 \$1,187	54,250,000 54,250,000 51,200,000 51,300,000 51,900,000 51,900,000 51,000,000 51,000,000 51,000,000 51,000,000 51,000,000 51,000,000	\$7.535,000 \$7.535,000 \$4,537,000 ,3,647,750 \$16.073,770 ,3,647,750 ,3,647,750 ,3,647,750 ,3,647,750	34,0,000 317,000 321,262,500 331,262,500 313,262,500 313,262,500 317,777,186 3177,789,186	37,256,250 34,504,500 :4,' 4,' 316,617,375 Year 1995; 3	\$55,67.,70 \$33,925,500 \$10,412,000 \$11,133,125 \$111,133,125 \$12,000,000 \$111,133,125	31, 715, 000 31, 715, 000	220,270,250 233,925,500 233,925,500 345,900,000 345,900,000 359,278,810	\$15,040,010 3 \$15,040,010 3 \$10,000,010 3 \$1	\$117,2,4,430 \$20,270,250 ************************************	\$1,427,500 \$1,462,500 \$0.46,250 \$0.27,500 \$1,522,500 \$1,522,500	141, 44 141, 44 141, 44 141, 44 141, 43 151, 639, b003 141, 704, 600 161, 710, 750	917,347,500 : 917,616,250 : 97,616,250 : 96,547,500 : 911,002,500 : 111,002,500 : 111,002,500 : 211,002,500 :
E E E E E E E E E E E E E E E E E E E	WE-150 WE-250 WE-250 WE-250 WE-300 WE-300 WE-300 WE-300 WE-160 WE	80-437 Place 81 (Curany 00-995 II) - Place 81 (Curany 00-995 III) - Place 81 (Curany 00-995 III) - Place 81 (Place 81 Place 82 Place 82 Place 83 Pl	# 1000	000 52,60 000 53,50 000 54,50 000 51 000 54,00 000 54,10 000 54,11 000 55,11 000 57,00	0,000 0,000 0,000 0,000 0,000 0,000 0,000 1,100 0,000 1,241 1,000 1,	\$14,010,000 \$114,010,000 \$114,015,000 \$14,625,000 \$2,605,000 \$2,605,000 \$14,510,000 \$14,510,000 \$14,510,000 \$14,510,000 \$14,510,000 \$14,510,000 \$14,510,000 \$14,510,000 \$15,605,000 \$15,605,000 \$16,605,000 \$16,605,000 \$17,605,000 \$1	\$752,500 \$752,500 \$100,000 \$100,000 \$11,5 \$6, 10,000 \$5,134,000 \$5,134,000 \$10,501,65 \$12,40,65 \$1	\$1,00,000 \$1,00,000 \$4,000,000 \$100,000 \$1,000,000 \$4,000,000 \$4,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	5600,000 5771,675 57,441,500 5937,500 51,41,40,625 37,461,625 37,461,625 37,461,625	319,000,000 319,000,000 31,000,000 31,000,000 36,772,500 31,000,000	5 . 14. 74 5 . 4 . 70 5 . 4 . 70 5 . 3 . 10 5 . 3 . 10 5 . 3 . 3 . 10 6 . 3 . 3 . 3 . 3 . 3 . 3 . 3 . 3 . 3 .	\$600,000 \$4,250,000 \$1,100,000 \$9,000,000 \$6,946,375 \$600,000 \$1,44,15 \$15,657,000 \$1,40,15 \$18,046,750 \$18,046,750 \$1,40,15	51,160,000 51,262,500 51,262,500 74,27,40	\$4,250,600	\$7.535,000 \$7.535,000 \$4,537,000 \$4,537,000 \$16.035,700 \$4.607,600 \$1.007,600 \$1.007,600 \$1.007,600 \$1.007,600	\$4.0,000 \$17,00,000 \$21,20,000 \$13,200 \$13,200 \$1	54,504,500 54,504,500 54,4,4,5 516,123,875 Year \$395; 5	\$33,925,500 \$10,412,000 \$10,412,000 \$15,673,750 \$15,67	31, 715, 000 31, 715, 000	20,270,250 233,925,500 253,412,600 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111 256,441,111	315,040,210 3 315,040,210 3 111, 111, 111, 111, 111, 111, 111, 11	9112,274,439 920,270,250 111,274,440 111,270,441 111,270,441 111,270,441 111,270,441 111,270,441 111,270,441 111,270,441	\$1,422,500 \$1,462,500 \$0.46,750 \$9.7,500 \$1,227,500	141, 44 141, 44 141, 44 141, 44 141, 43 151, 639, b003 141, 704, 600 161, 710, 750	917,347,500 : 917,616,250 : 97,616,250 : 96,547,500 : 911,002,500 : 111,002,500 : 111,002,500 : 211,002,500 :

4.0 LEVEL OF SERVICE TRENDS



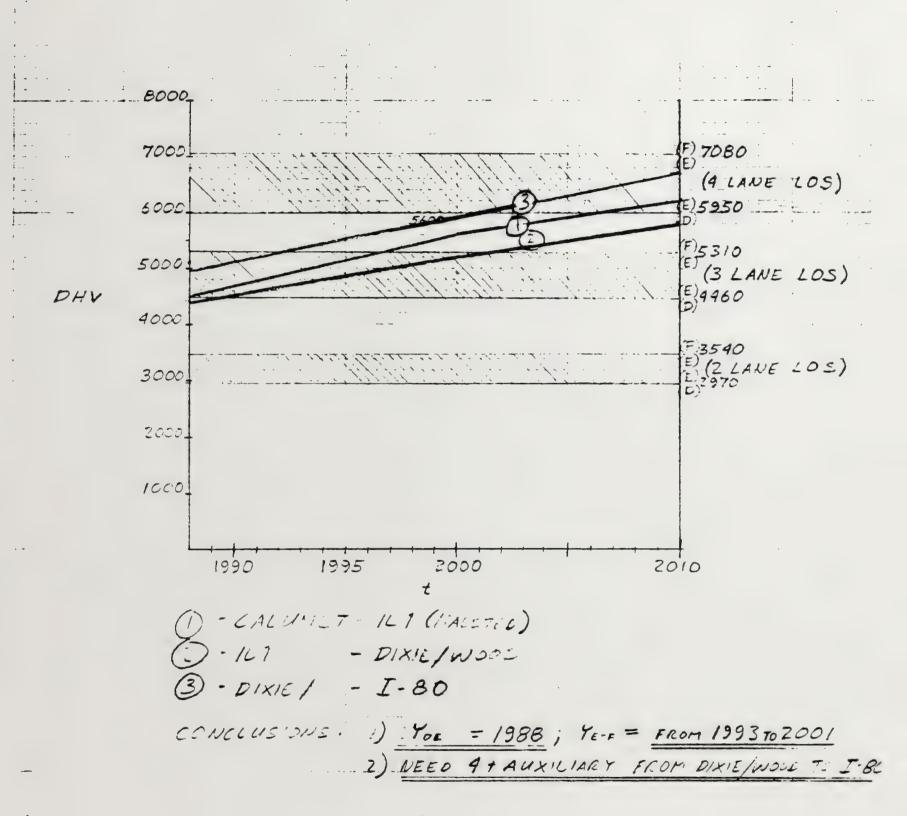


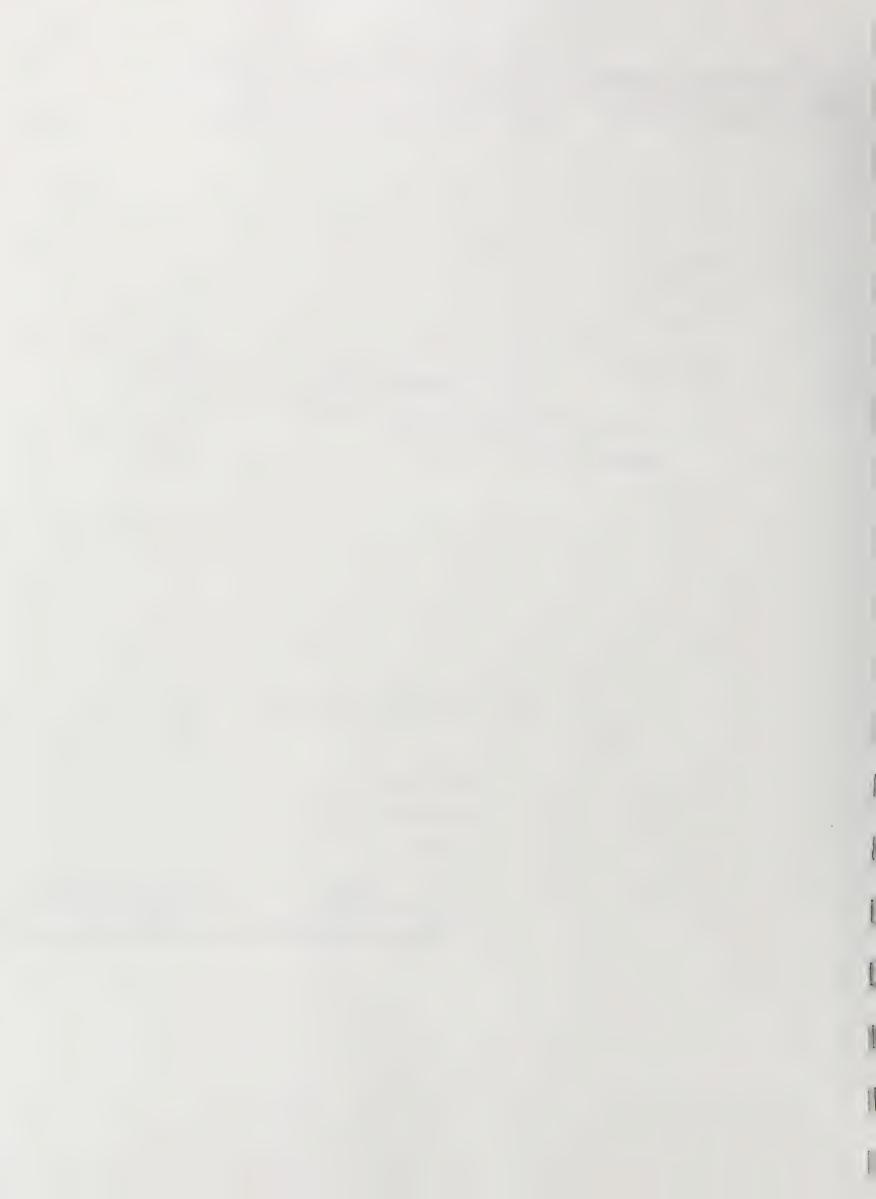
Job No. 3328 Project: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

TS5-100 Sheet of

By: POM Date: 9-12-69 Ck: Date:





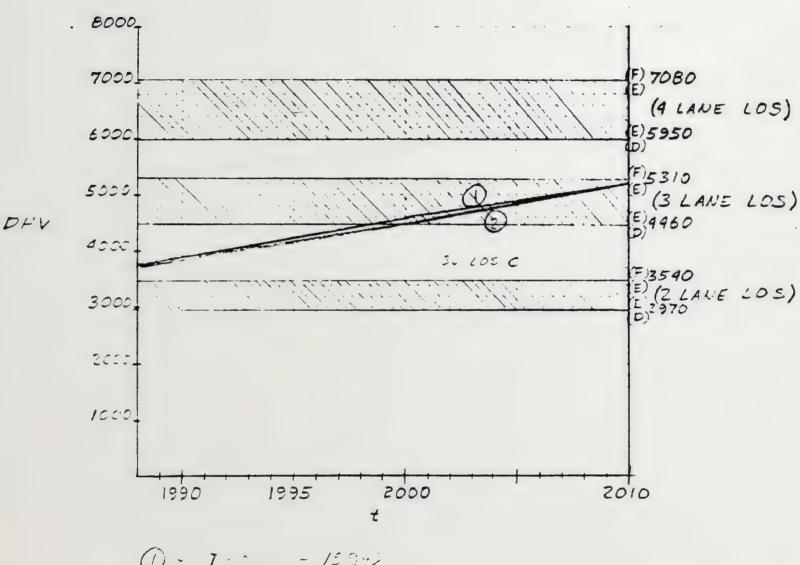


Job No. 3328 Project: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

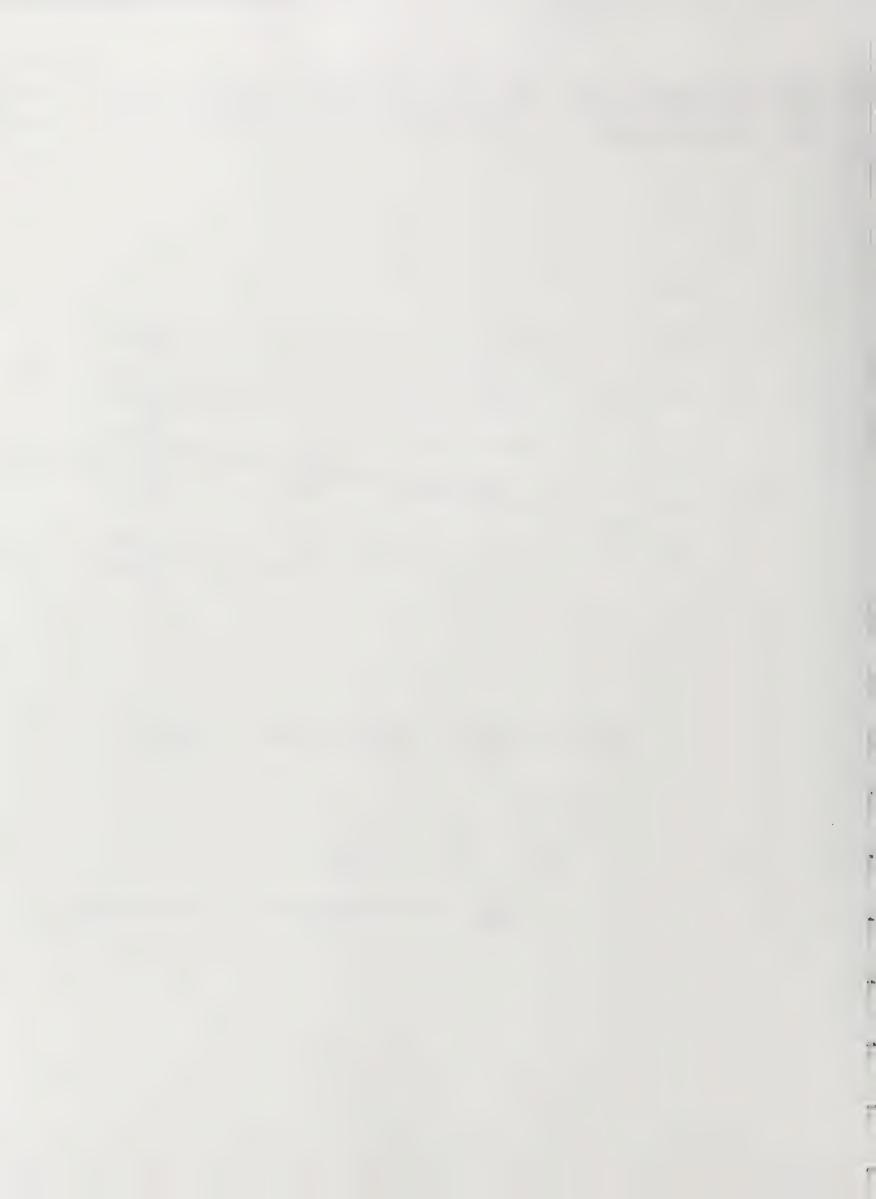
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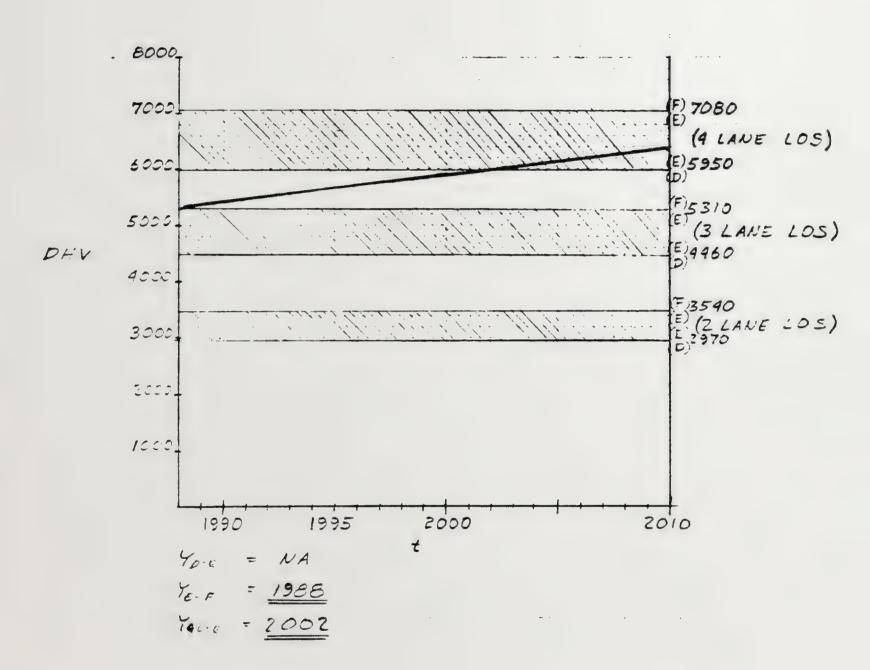
(1) - 1 - 159-1 - 159-1 (2) - 159-1 - 1650 (127-4)

YOU = 1998 (NOT CONSIDERING TOLL PLAZA REQ'S)





Job No.	o. 3328 Project: 56701	
	YEAR OF NEED CHART FOR CAPACITY	
	755-400 Sheet d	
By: P0	PM Date: 9-12-89 Ck: Date:	

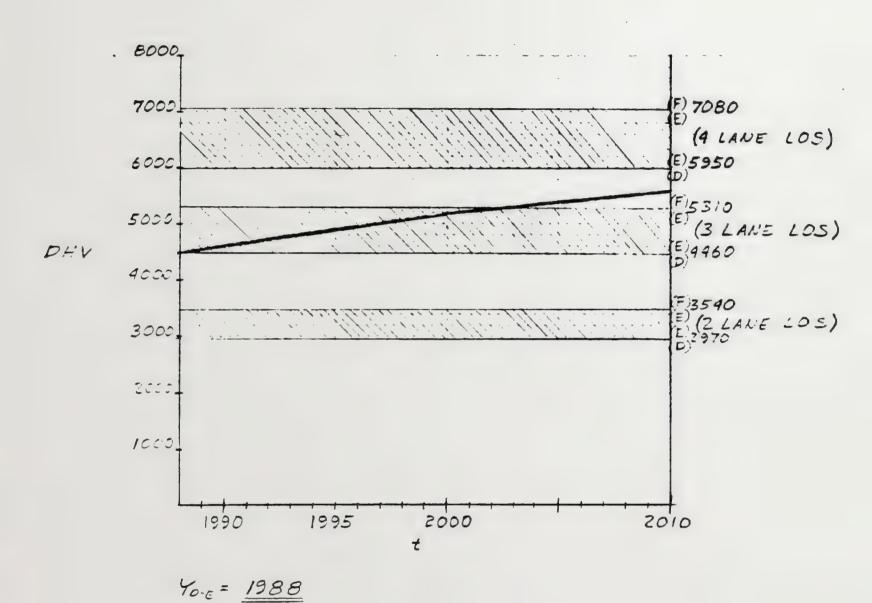


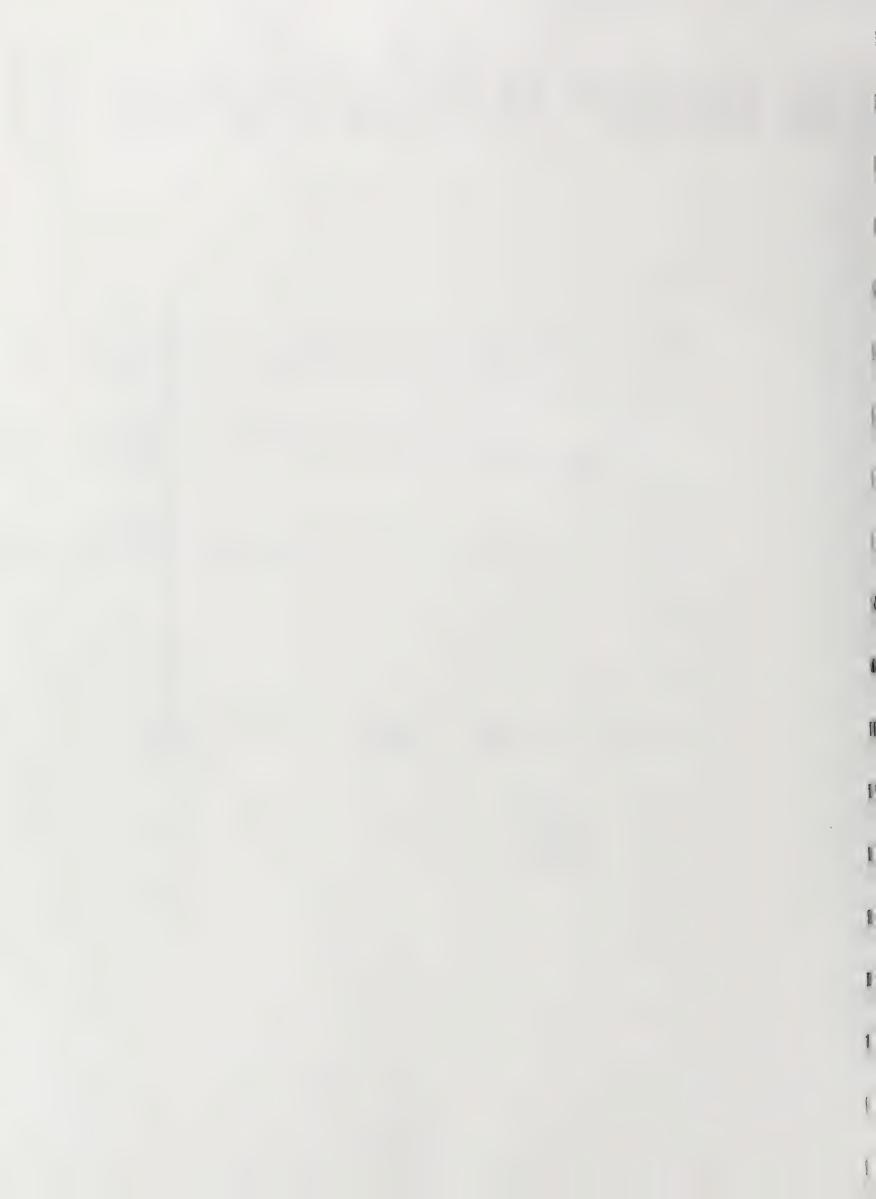




YE-F = 2002

Job No. 3328	Project: 56701			
Subject: YEAR OF NEED CHART FOR CAPACITY				
		Sheet of		
By: POM Date:	9-12-89 Ck:	Date:		





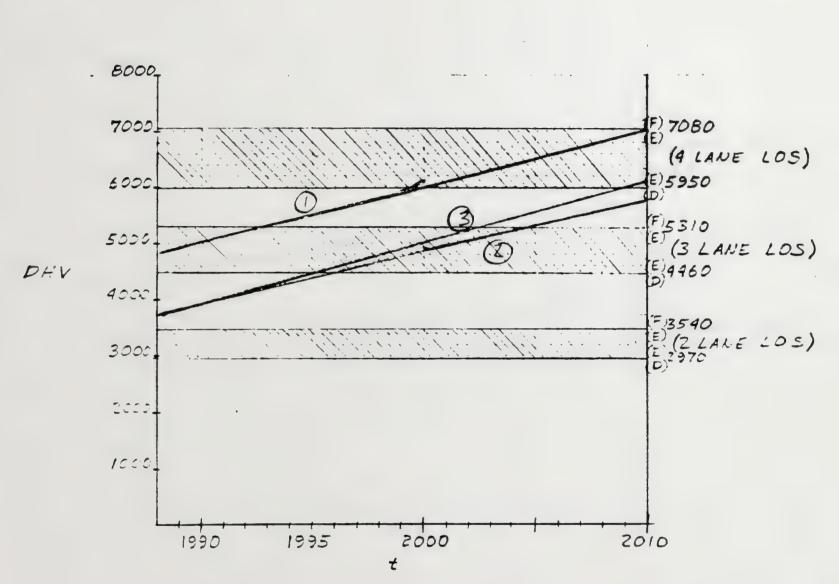


Job No. 3328 Project: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

75N-250 Sheet of

By: PCM Date: 9-12-89 Ck: Date:



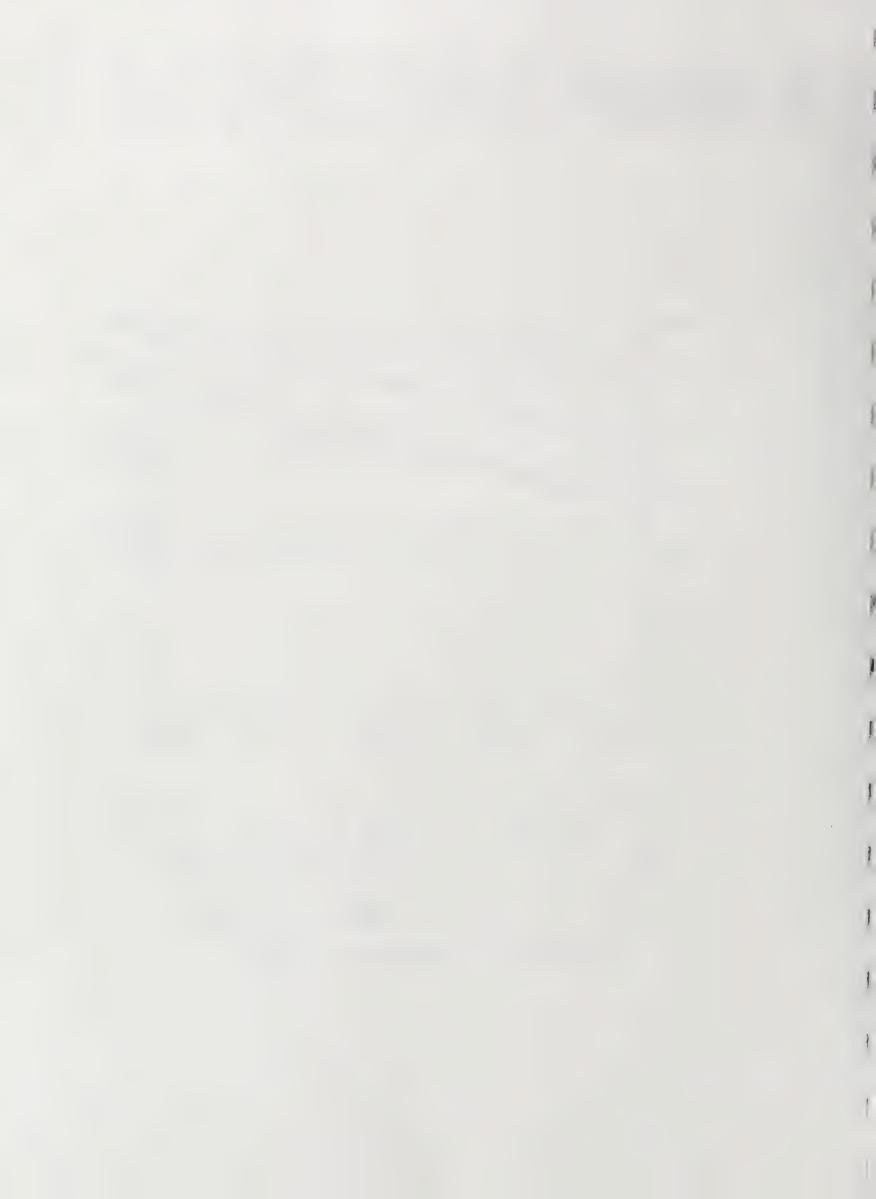
(1) - EDEN: STUR - DEEKFIELL

2) - DEER FIELD - ILZZ (1/2 DAY)

3-ILZZ - IL60 (TOWN LINE RE)

FOR (1): YO.E = NA; YE-F = 1993; YADE = 2000

(2) 8(3): YD-E = 1995; YE.F = 2002



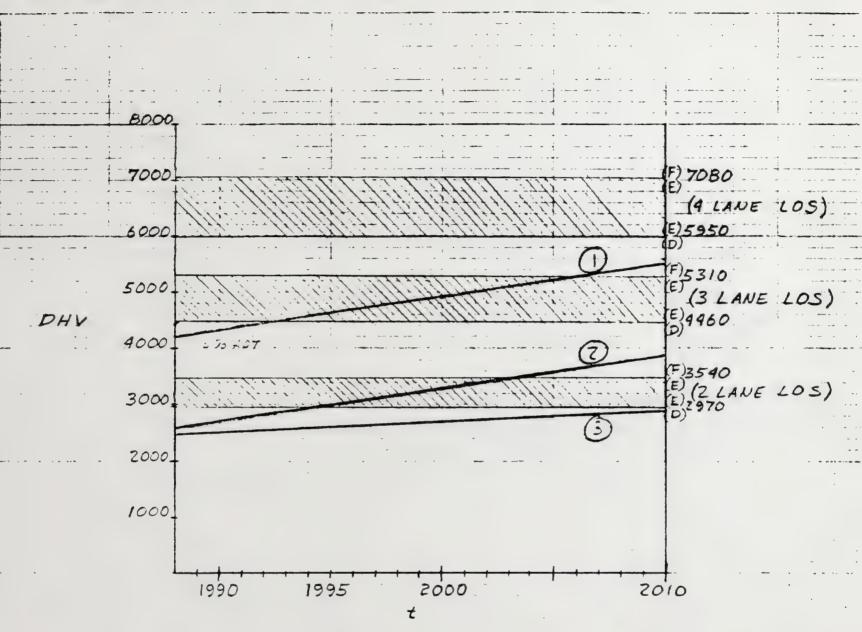


Job No. 3328 Froject: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

NWE-200 Sheet of

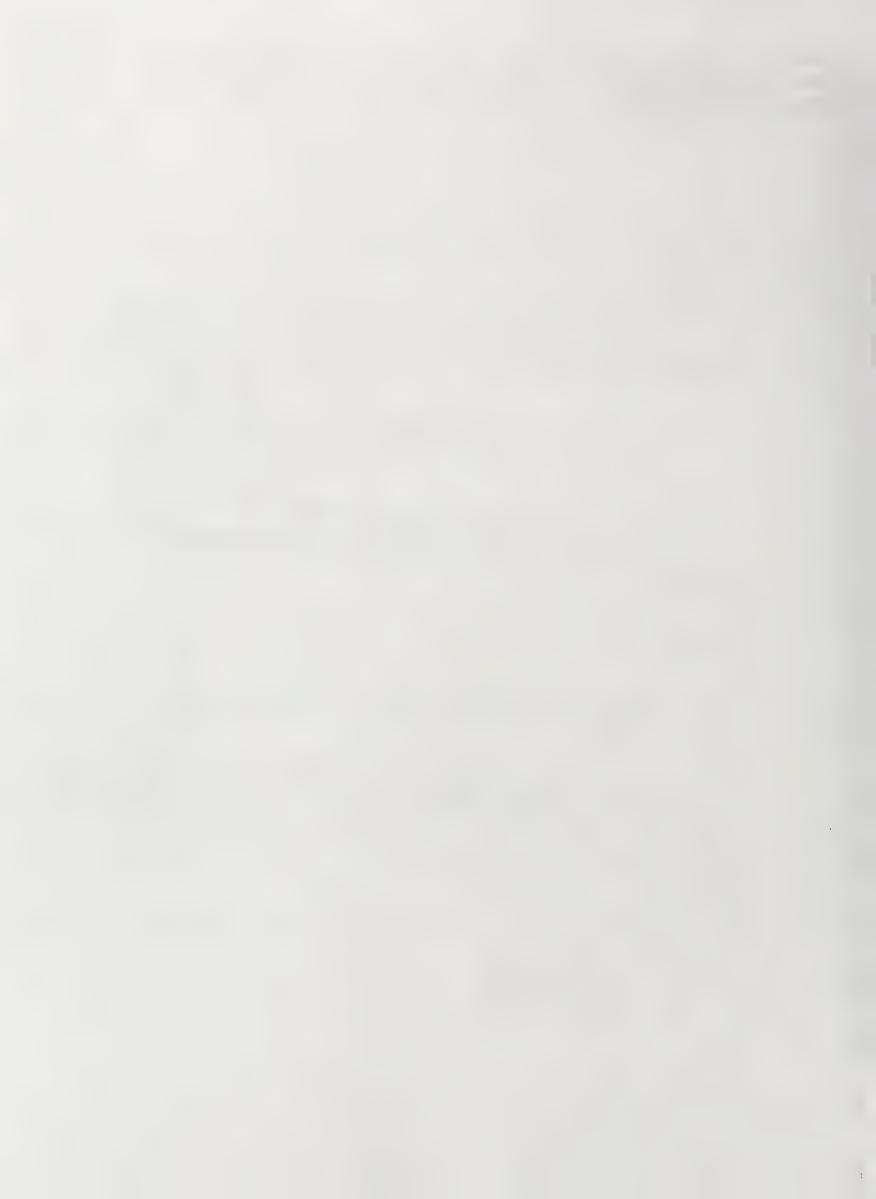
By: POM Date: 9-12-89 Ck: _____ Date: _____



THIS SECTION'S ANALYSIS IS AFFECTED BY CONSTRUCTION
OF ILSO EAST RAMPS. WHEN THEY ARE CONSTRUCTED, MEDIAN CLOSURE
BETWEEN ILSO & BARRINGTON RD WILL BE REQUIRED.

- (1) ROSCILE BALRINGTON
- (2) ILES ILES
- 3 ILIS __ILII

 $Y_{0-E} = 1993 - 1994$ $Y_{E-F} = 2003 - 2006$



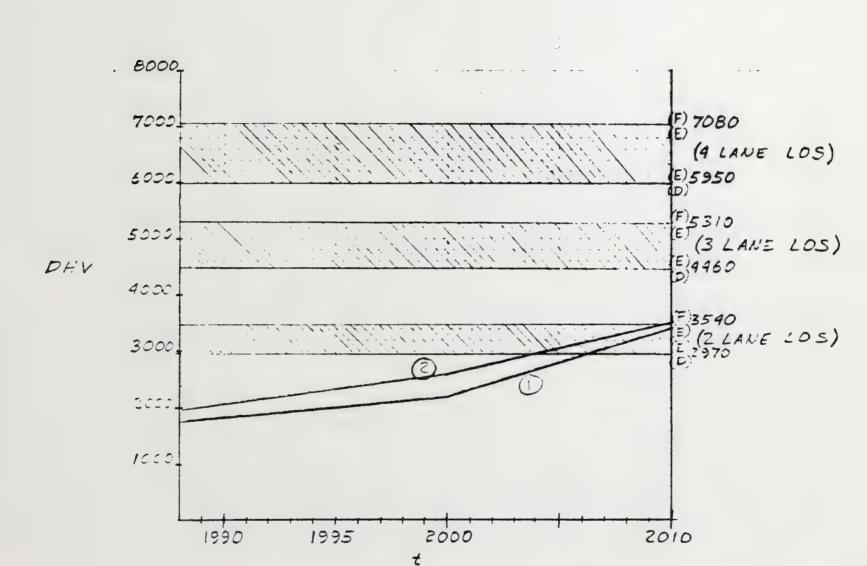


Job No. 3328 Project: 56701

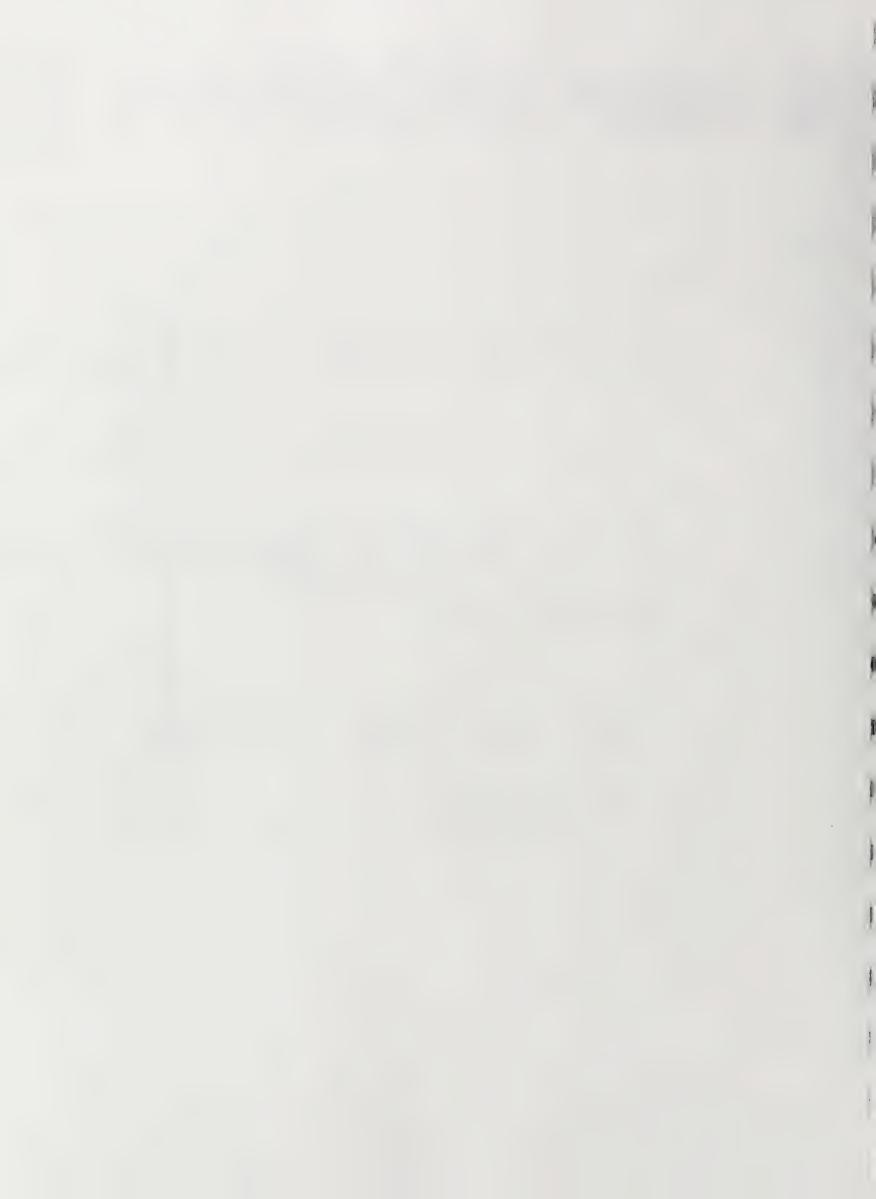
Subject: YEAR OF NEED CHART FOR CAPACITY

EWE-150 \$190 Sheet of

By: FOM Date: 9-12-89 Ck: Date:



Yor = 2006, 2004



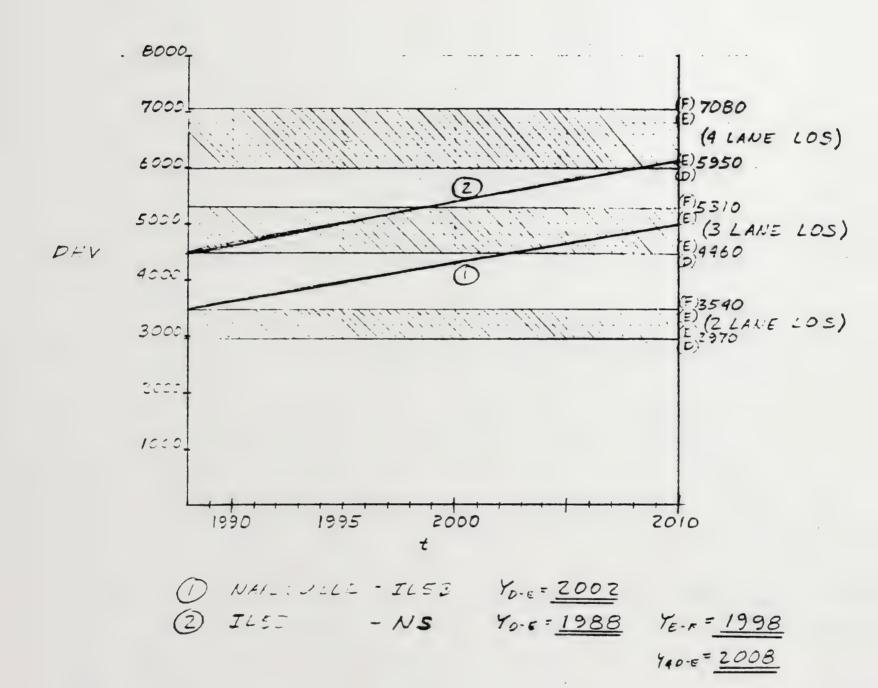


Job No. 3328 Project: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

EWE-250 Sheet of

By: POM Date: 9-12-89 Ck: Date:





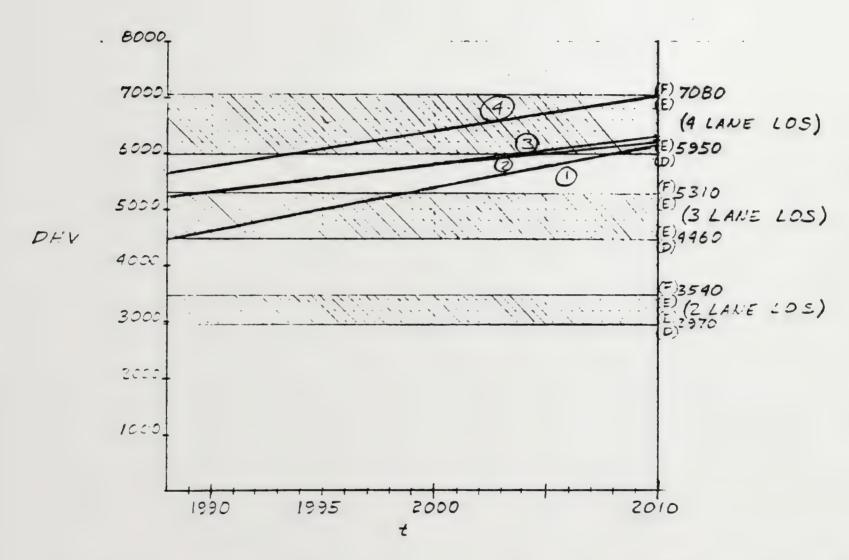


Job No. 3328 Project: 56701

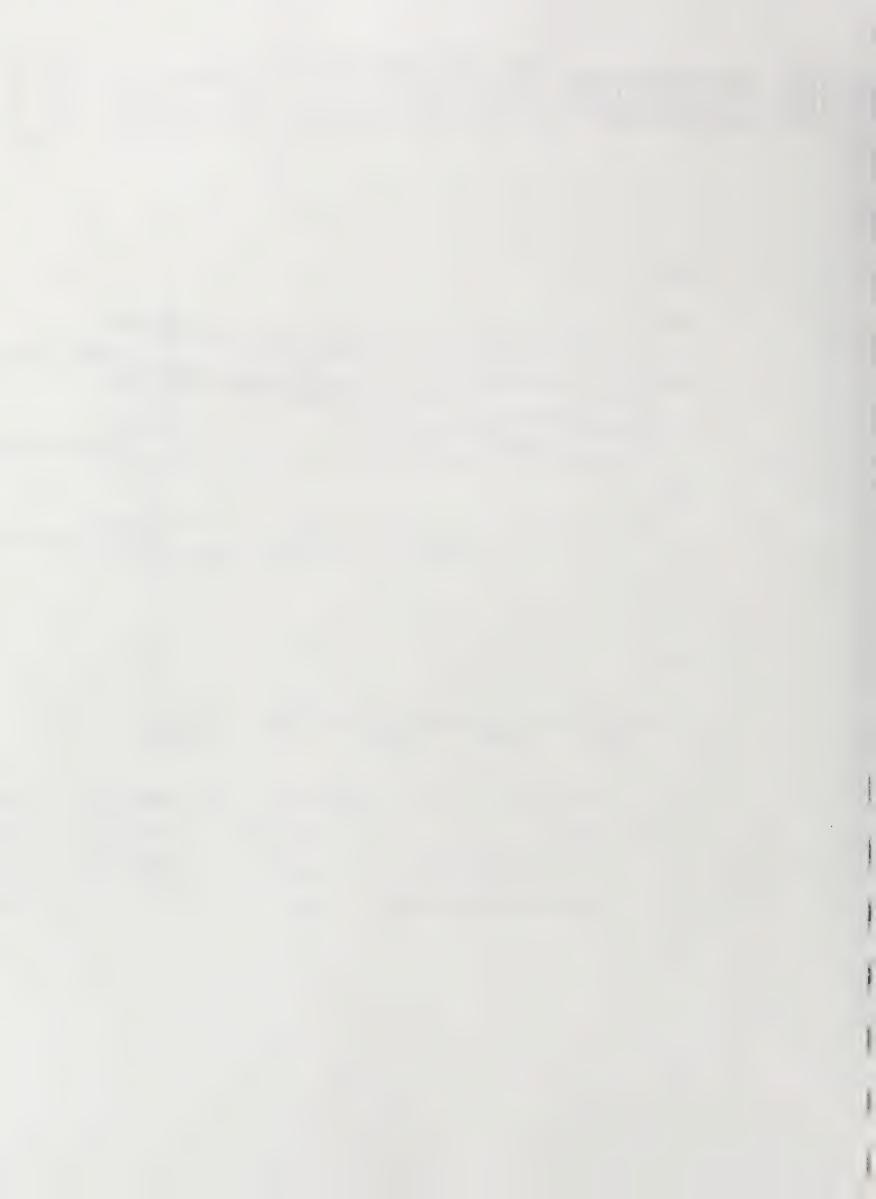
Subject: YEAR OF NEED CHART FOR CARRCITY

EWE-300 Sheet of

By: POM Date: 9-12-89 Ck: Date:

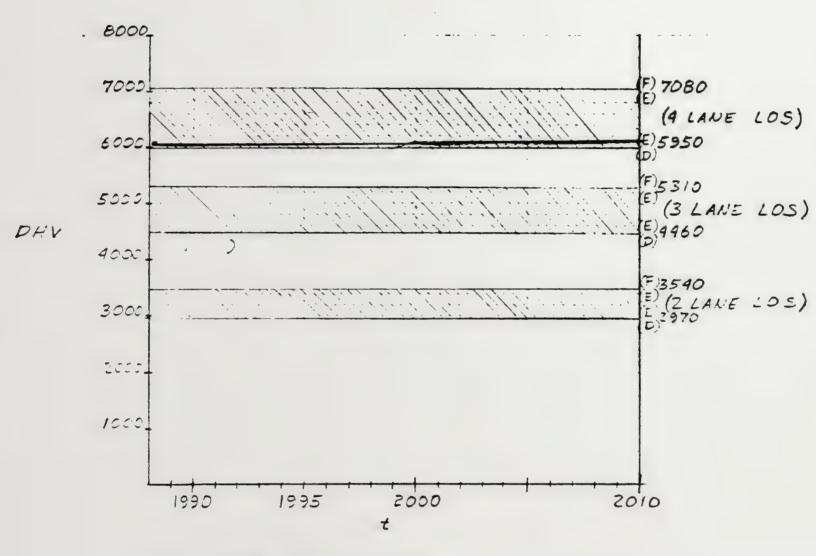


(1) - NS - HIGHEANS YEE 1365 YEE 1998 44EE 2008 (2) - HIGHEANS - MIDWEST = NA = 1990 : 2004 (3) · MILMIEST - ILEZ (MINGERY) = NA = 1990 : 2004 (4) · ILEZ - PLAZA SI (YOKK RC) = NA = 1994





Job No. 3328 Project: 56701	
Subject YEAR OF NEED CHART FOR CAPACITY	
By: POM Date: 9-12-89 Ck: Date:	



YELF = 1994 OR EARLIER
You = 1999



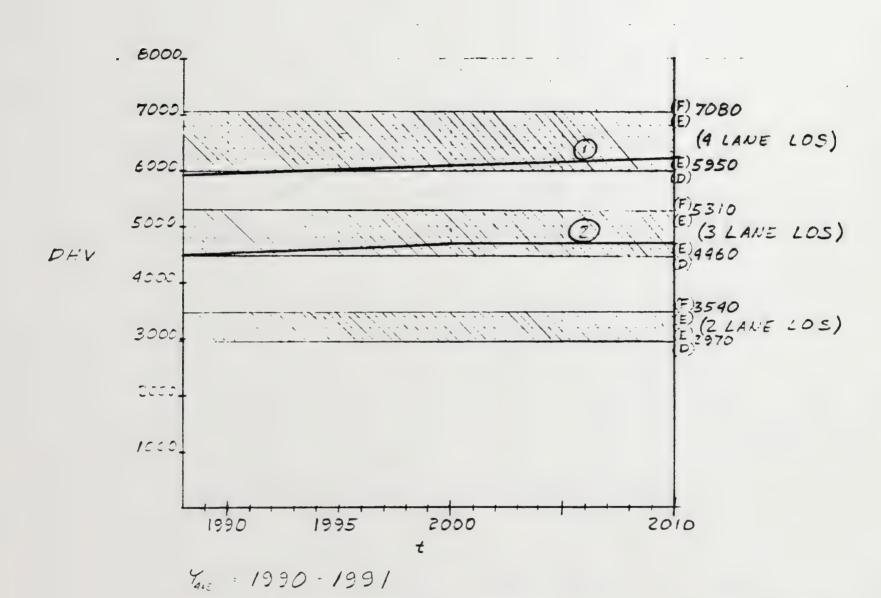


Job No. 3328 Project: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

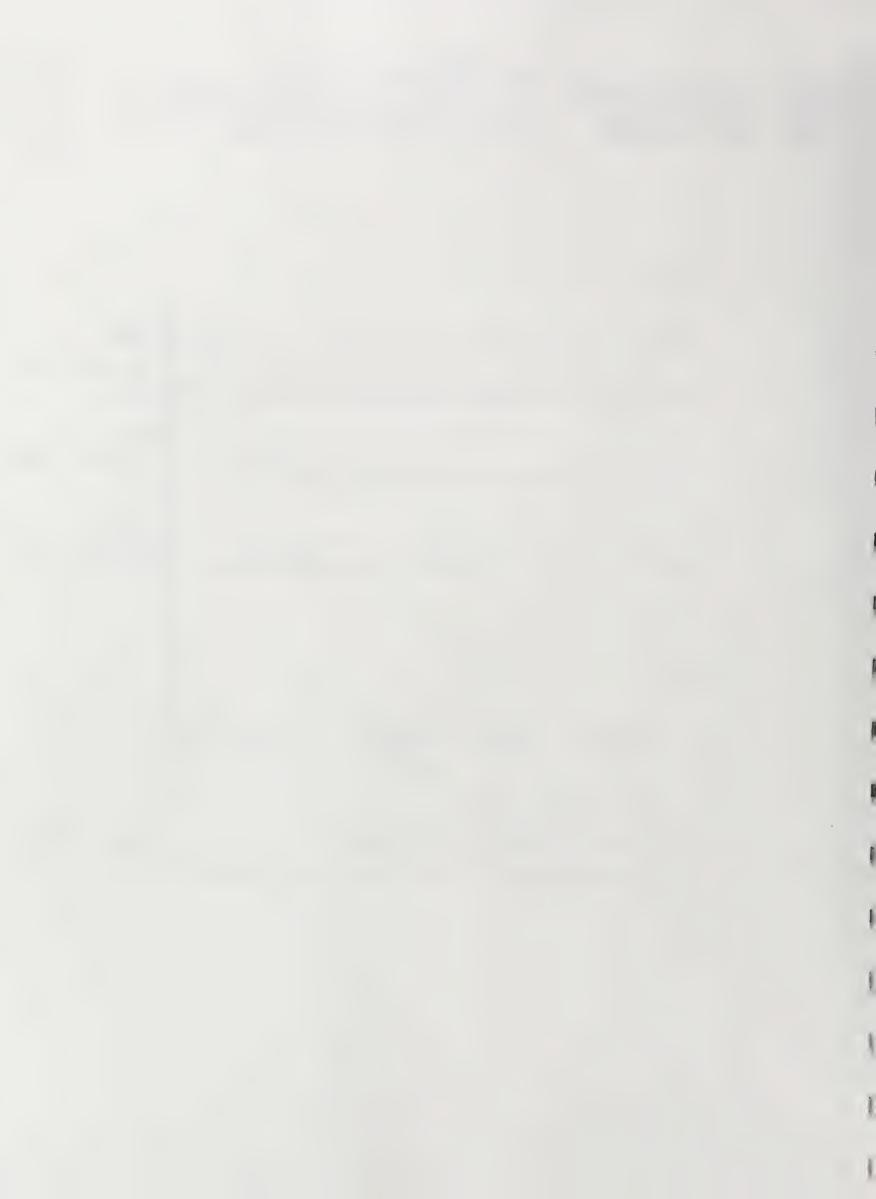
CIP-662: Ococn - RooseVF Sheet of

By: PCM Date: 9-12-89 Ck: Date:



(1) US34 (OGDEN) - L. J CONNECTOR YOU = 1990

(2) EW CONNECTOR - ROSSEVELT YOUT 1938 YEF = NA



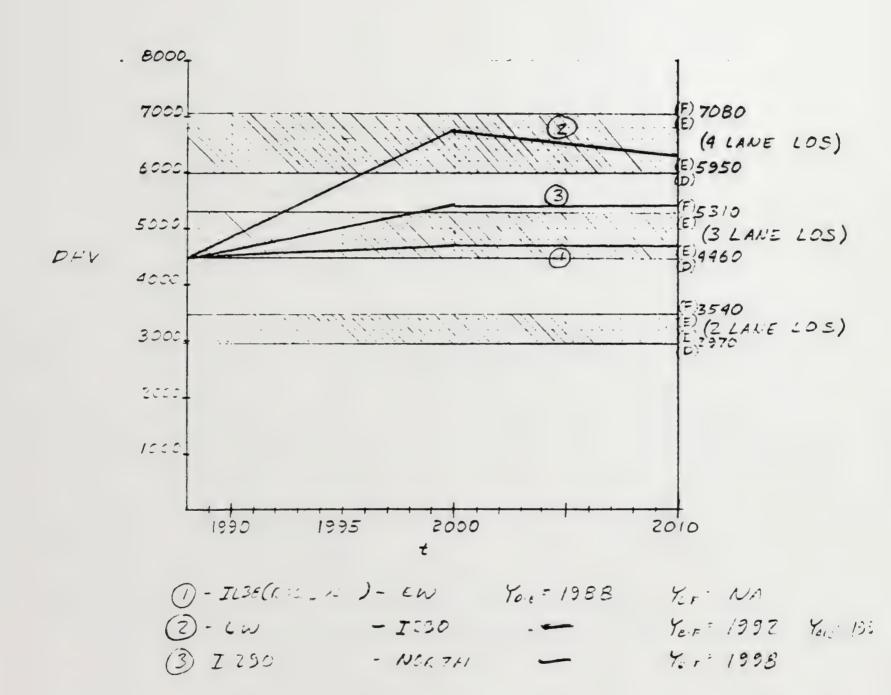


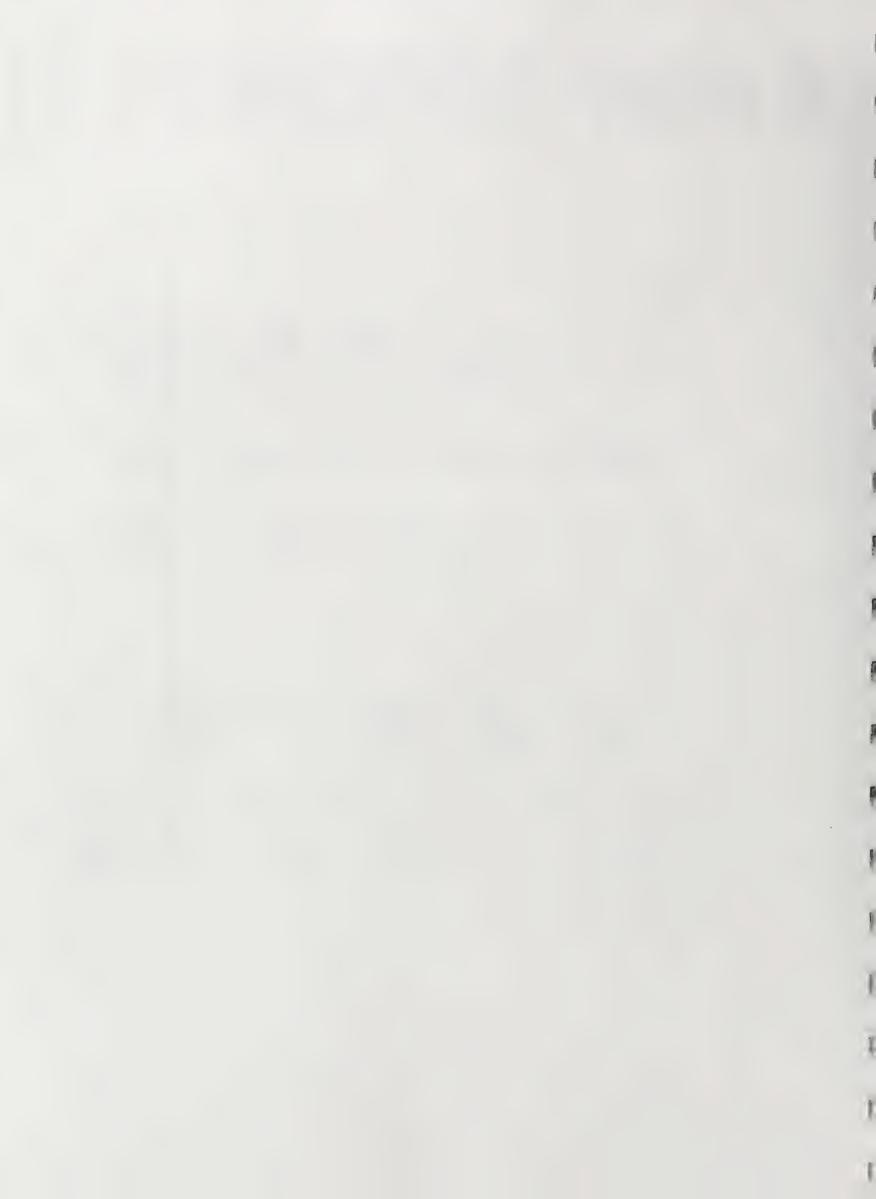
Job No. 3328 Project: 56701

Subject: YEAR OF NEED CHART FOR CAPACITY

CIP-663 Rossen - Electric Sheet of

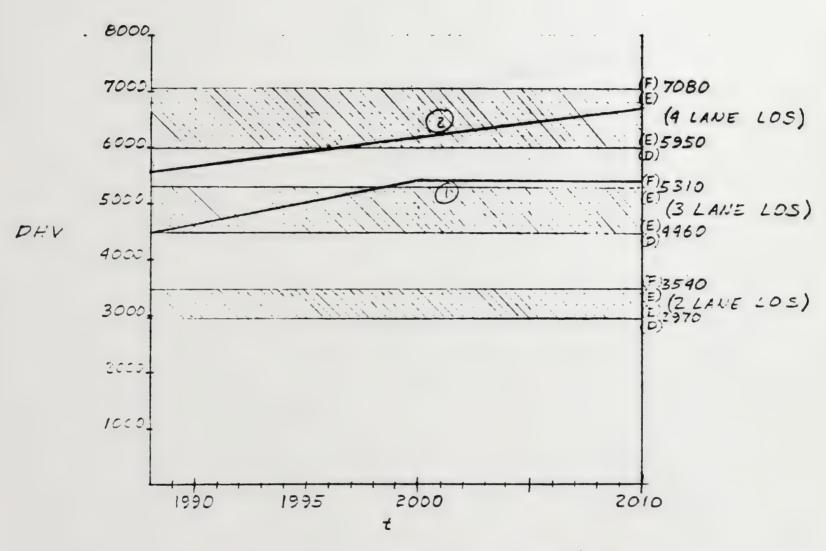
By: POM Date: 9-12-69 Ck: Date:



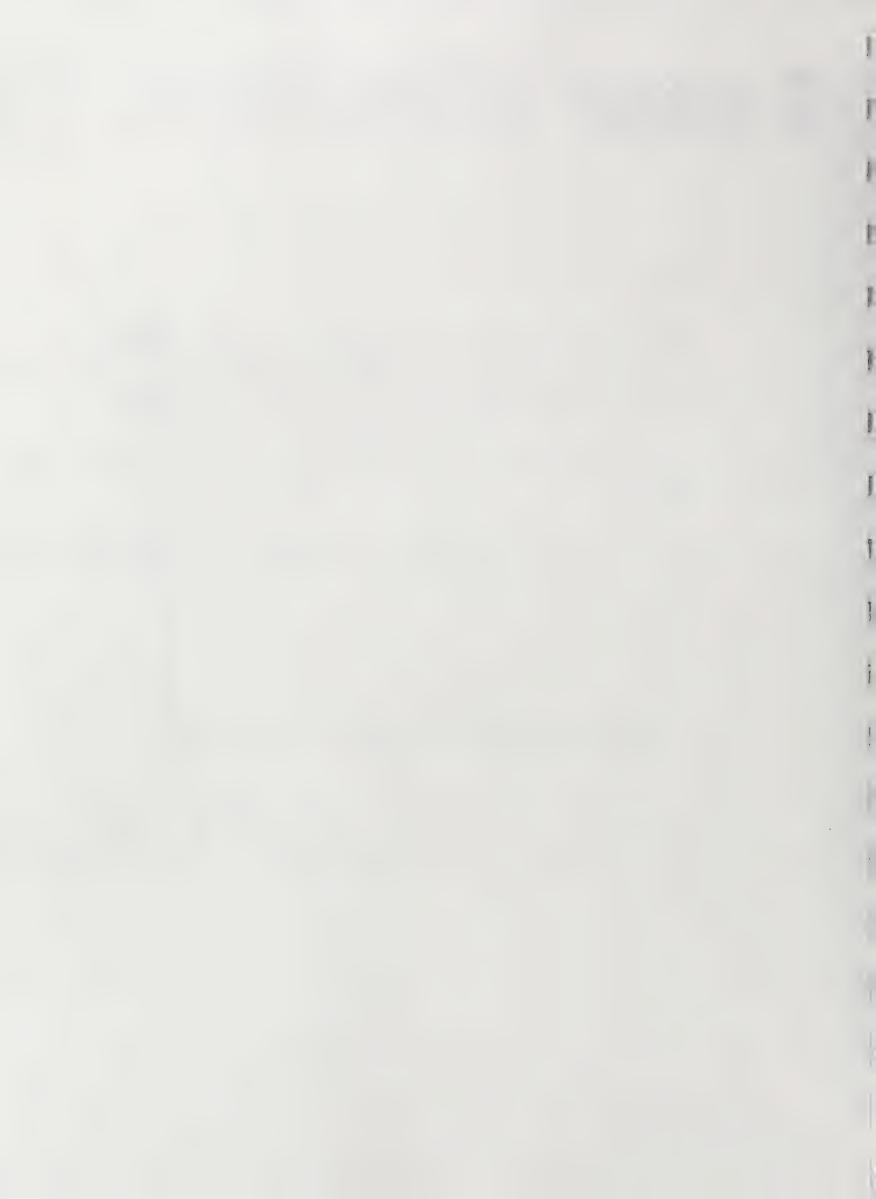




Job No. 3328 Project: 5670 / By: PCM Date: 9-12-89 Ck:

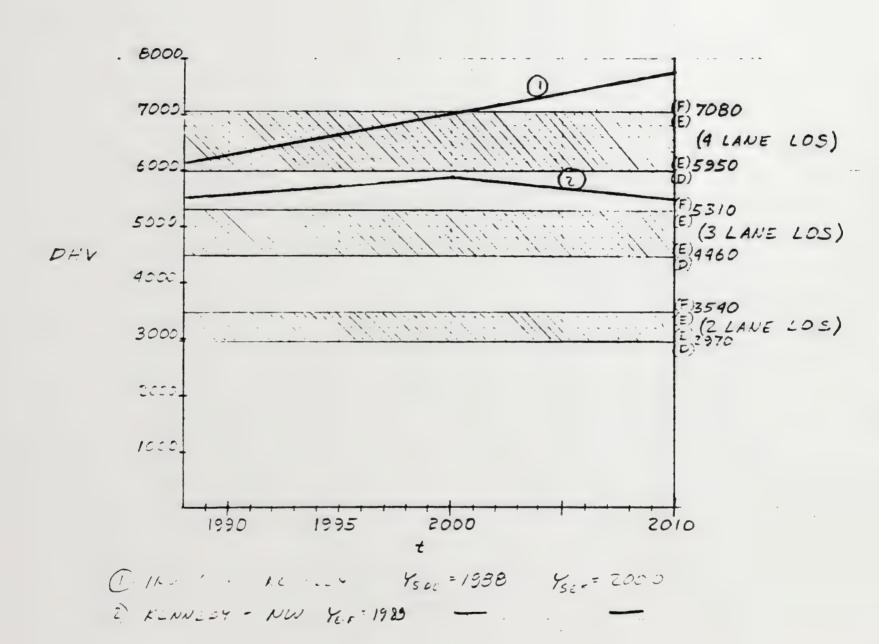


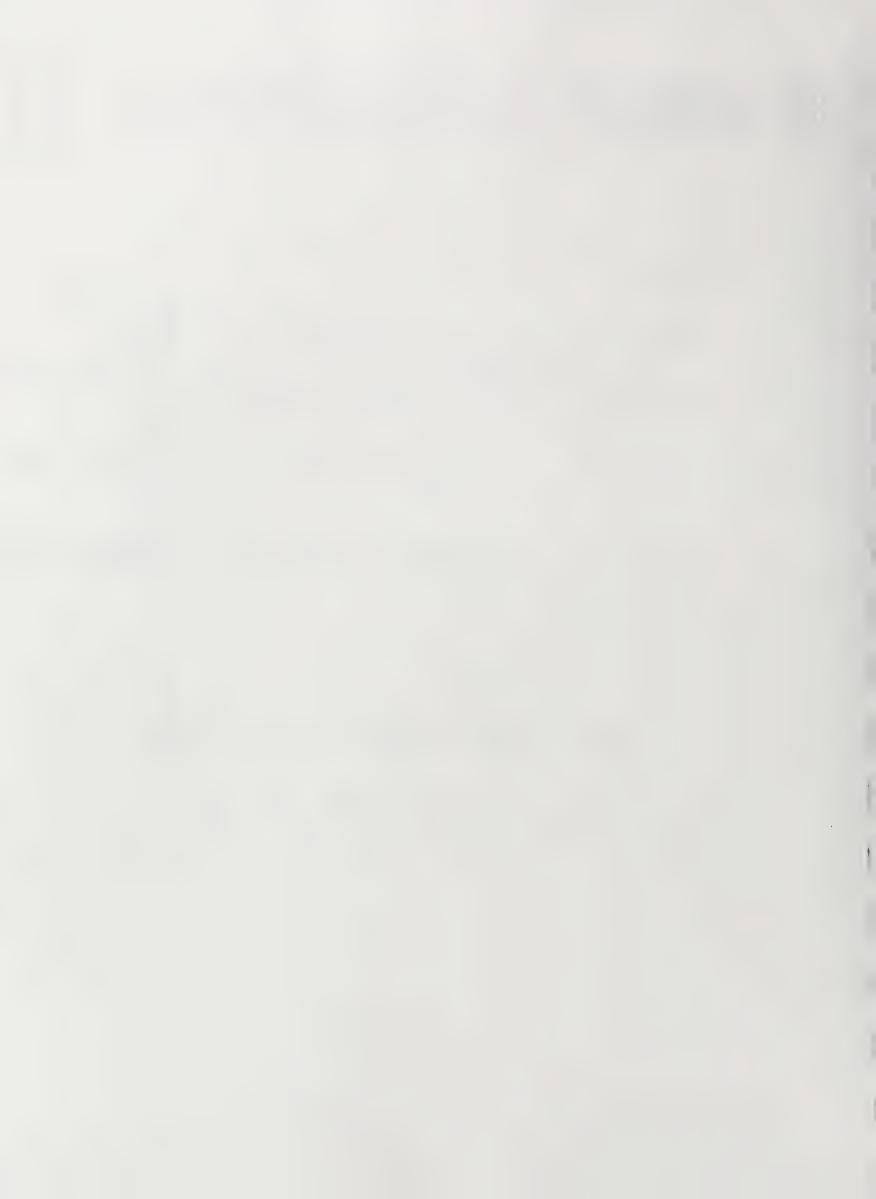
(1) I 1790 - NO: -- (CIF 663 \$ 1/2 mile CIF 664) 1/2 = 1998 - 12 July FALL (CIP 664-665) YEF : 1988 You : 1996





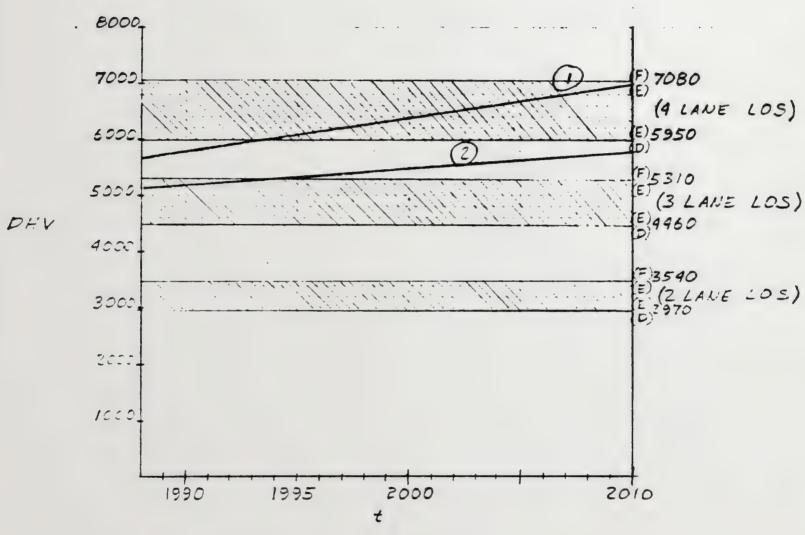
Job No. 3328 Project: 5670	,
Subject: YEAR OF NEED CHAR.	
By: <u>POM</u> Date: 9-12-89 Ck	:: Date:







Job	No.	3328	_ Project: _	56701			
	ect:		OF NEEL		FOR CAPAC	174	
				39 Ct.	Sheet	of	
By:				39 Ck:		ol	



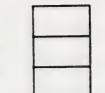
(1) NOV - - JATAN - Yais 1993

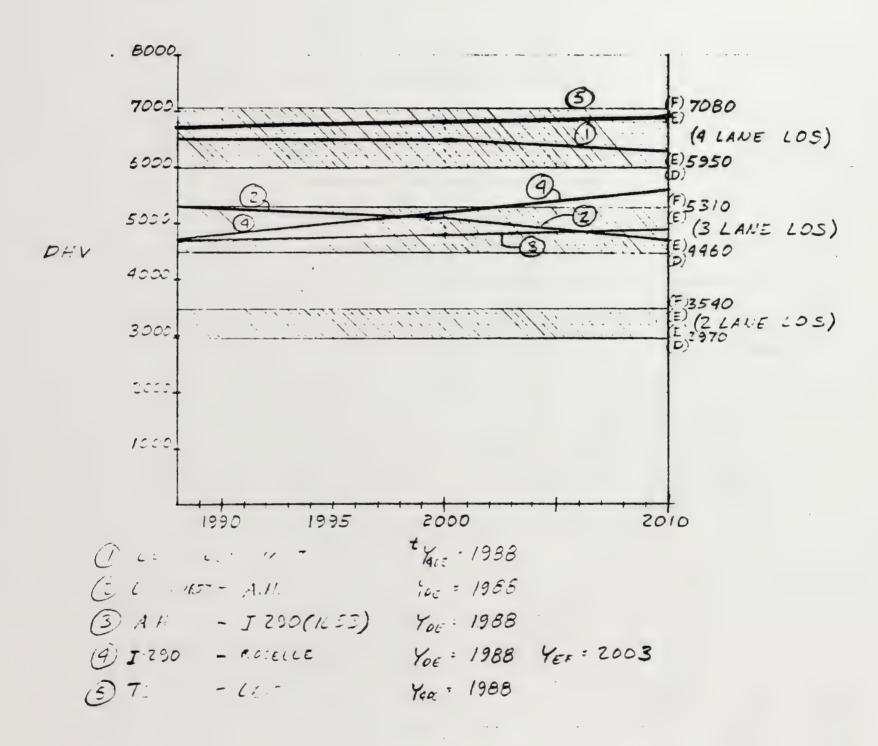
DEMPETER YEF 1999





Job No. 3328 Project: 5670'	
Subject: YEAR OF NEED CHART F	FOR CAPACITY
	Sheet of
By: <u>POM</u> Date: 9-12-89 Ck:	Date:



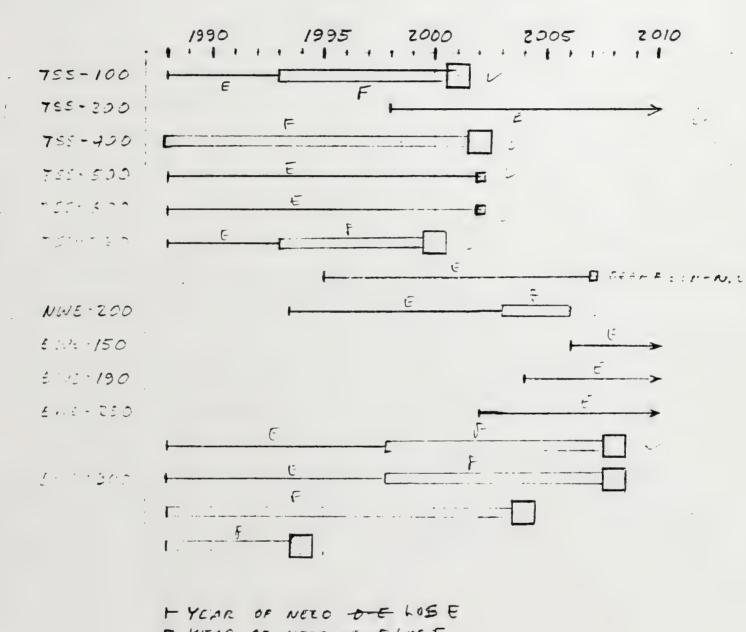






Job No. 3328 Project: 56701 Subject: YEAR OF NEED FOR CAFACTE	
By: PCM Date: 9-/3 - 89 Ck: Date:	

FOR EXISTING CONDITION



	DYEAR OF NEED SIF LUST			
		0		
	- YEAR OF NEED FOR 9 LANES	Yo-E	Ye x	Y50-8
1) Enc - 200	(ATEMIAND ADE - PLSI)	1988	1985	1994
2) 755 - 950			1955	2002
3) 755 - 105			1997	2001
4)751-250			1993	2000 H
5) EWE-750	(1653-NS) AND REM EWE 300		1998	·
(1) 75% - 150			2002	-
		J	3002	
9) 1.2.200		1994	2003	-
97 755 200		1933		-
1.16.11 25.5		2002		-
112 2 120		2004		-
1)ERE-150		2006	-	-





Job No. 3328 Project: 56701		
Subject: YEAR OF NEED F.T	CAPACITY - CIP	
•	Sheet/ of _Z_	
By: POM Date: 9-14-89 Ck:	Date:	

	1990		1995	2000	200	5 2010
CIP-661	-		1:			,
V CIP-662 34-6						
11 E.v. 8002	+					· · · · · · · · · · · · · · · · · · ·
C18-66361160	+					
Er. 190	,					
Chinada in	F			<u>F</u>		
CIP-634-655						
21 316 Face						
たらん・ルル	Ľ.					
CIP - 357 NX TO.						
715.8	1		5			
NOUT SEE - ECNA.						
ELM - A.F.				THE A STATE OF THE	to an execution the MINISTER Medical Manager states or irreduced	
2.F I290	1					
I 1917 - 1805.	+				B	
REPORT OF THE PROPERTY OF THE			1150	1055		
	H-YEAR D- YEAR					
1	- YEAR	OF ,	NEED,	4 LANES, O	05 E	
	YEAR	e of	NEEDY	4 LANES,	603 F	





Job No. 3329	Project: 56	701		
Subject: YEAR	OF NEIC	- CIP		
		Sheet	_ Z of	7
By POM Date	9-14-89	Ck: Date:		

PARITING:

CIP

- 1) CIP 666 -
- 2) TSTO ELMHURST. =
- 3) (11 662
- 4) SIF 667
- 5) CIP 669-665
- 5) C.P 663 (Ex. (3))
- 7) SIP 661
- 5) J-290 ROSELLE .
- 9) 57.265

CIP \$ 10.4R PR. 05.

1) CIP 656

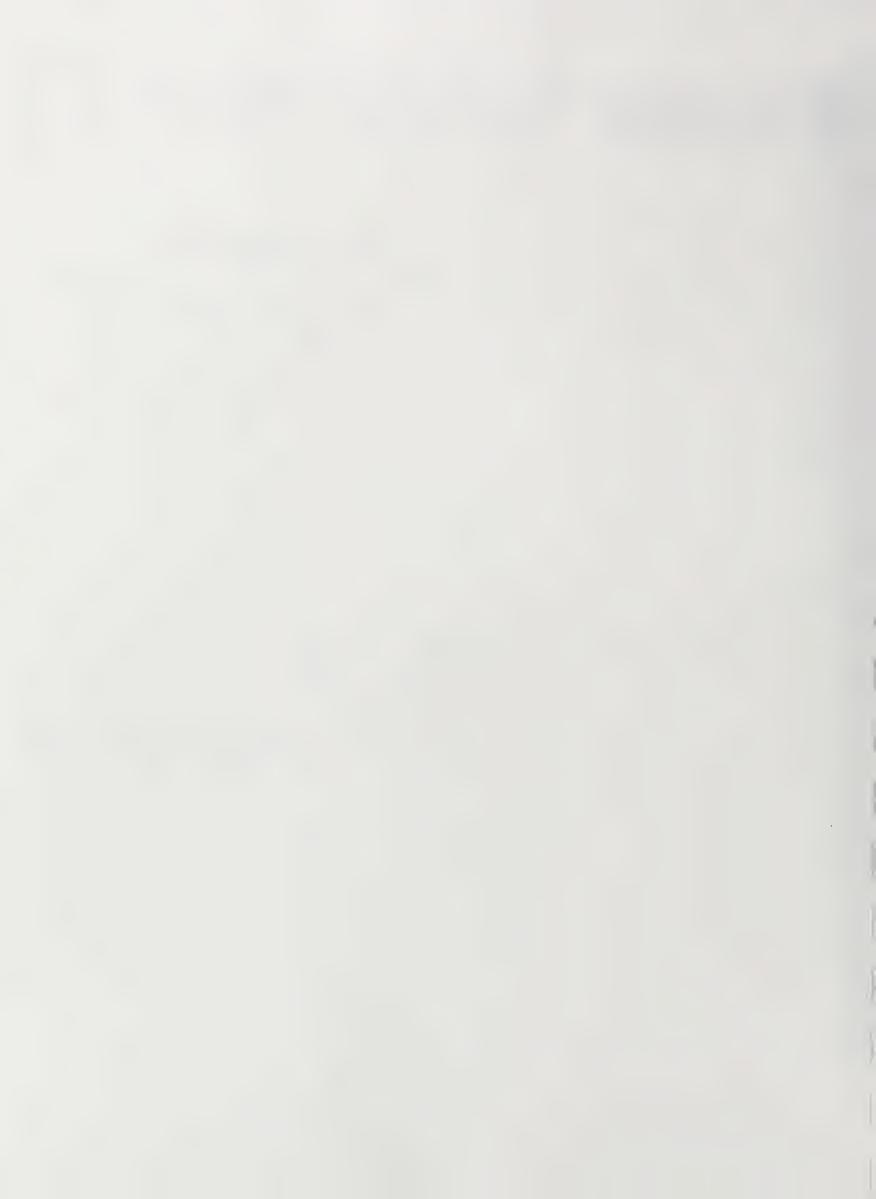
2) DW: 75-LUMINARST

3) CIP: 462

4)

PROPERT LEGISACE:

- 1) SIMULTANES ISC- OEP.667,663 664 91- 93
- 2) 1. THEN SE, 666, NW (75- ELM) ? 7-97
- 3) 567 (M. O TONOM STRETME) 96-97
- 4) 661 (-22.70) EAR TIME), NW I-290-EARR (NAE 200 6-8) 40 = TIME)
 27-92



5.0 TRAFFIC ANALYSIS



WILBUR SMITH ASSOCIATES

ENGINEERS . ECONOMISTS . PLANNERS

135 COLLEGE STREET . PO BOX 9412 - NEW HAVEN, CT . 06534 - (203) 865-2191 . TELEX 650-269-1/54

FAX TRANSMISSION

CANON FAX-220

OUR FAX # IS: 203-624-0484

DATE: 17 79

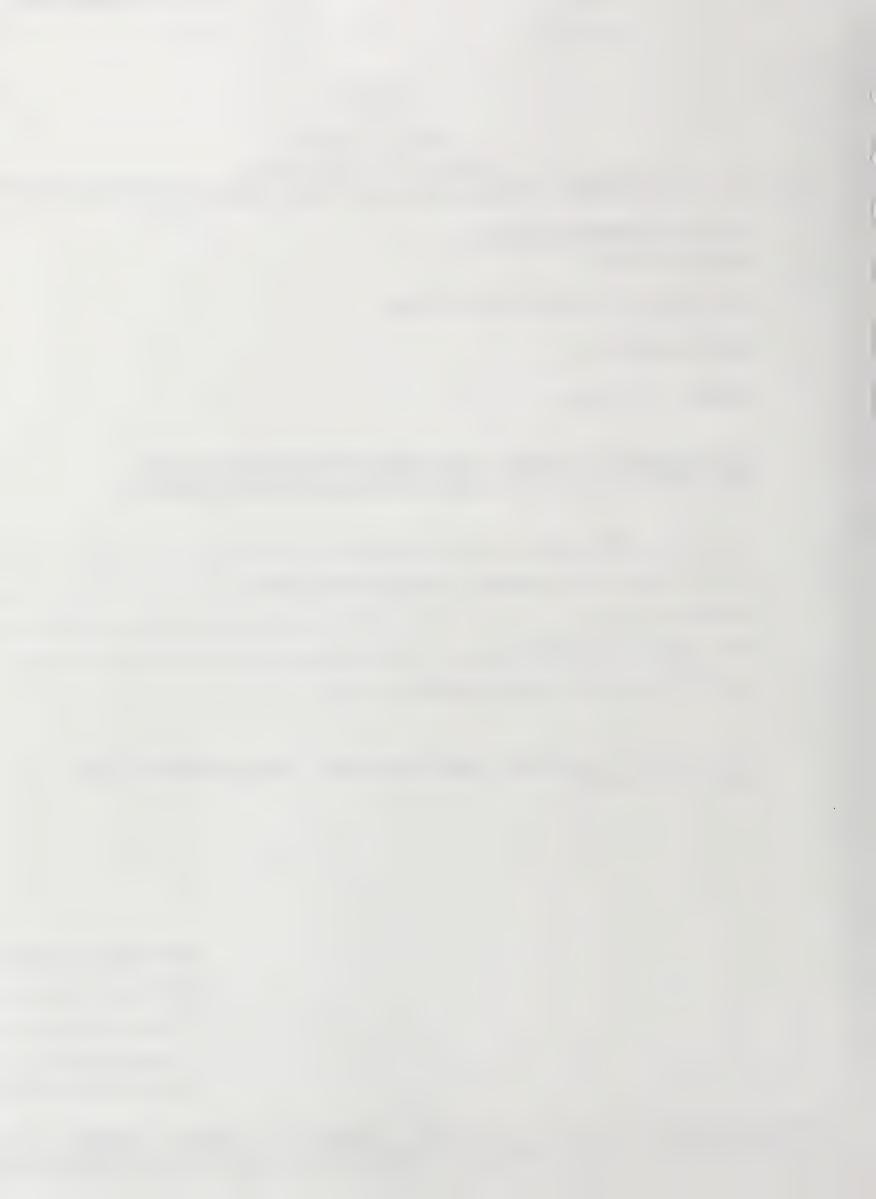
TIME: 3:15 pm

URGENT-PLEASE DELIVER IMMEDIATELY

TO: Chris Devas	
COMPANY/AGENCY: Envirodyne Engineers, Inc.	
SUBJECT:	
FROM: R.E. Abbott	
PAGES (including this one):	

If you do not receive all pages indicated, call 203-865-2191 and ask for the sender.

312-646-
FAX4 4544
SEO! 3381
JOB# 2539DI



WILBUR SMITH ASSOCIATES

ENGINEERS . ECONOMISTS . PLANNERS

135 COLLEGE STREET . P.O. BOX 9412 . NEW HAVEN, CT 06534 . [203] 865-2191 . FAX 203-624-0484 . TELEX 650-269-1754

August 5, 1989

Mr. Chris Dovas
Envirodyne Engineers, Inc.
168 North Clinton Street
Chicago, IL 60606

Dear Chris:

Enclosed is the balance of the information you requested concerning year 2000 and 2010 LOS calculations from the 1989 Annual Report.

Tables A and B display estimated two-way ADTs, DHVs, truck percentages, number of lanes and LOS for each tollway segment as shown in our 1989 Annual Report for years 2000 and 2010. Note that certain mainline sections which contain greater directional capacity are listed by direction whereas in our Annual Report these were treated as one mainline section.

The lane capacities as shown in the annual report and in Tables A and B were calculated using a conservative planning approach. A nominal capacity of 1,770 vehicles per hour, per lane was used in calculating the corresponding v/c ratios and levels of service. This capacity corresponding to a truck percentage of 12 percent. Since the preparation of the annual report, we have estimated truck percentages by mainline segment based upon truck transactions at mainline plazas and these estimates are included in the accompanying tables.

The Systemwide Toll revenues which correlate to the year 2000 and 2010 traffic volumes referenced above are \$291,097,000 and \$328,069,000, respectively.

If you have any questions or desire additional information about the enclosed material, please do not hesitate to contact us.

Very truly yours

Robert E. Abbott Principal Analyst

REA/mlc

cc: Melvin Sierakowski with attachment

ALBANY, NY + ALLIANCE, OH + BALTIMORE, MID + CAIRO, EGYPT + CHARLESTON, SC + COLUMBIA, SC + COLUMBUS, OH + FALLS CHURCH, VA + HONG KON HOUSTON, TX + ISELIN, NU + JACKSONVILLE, FL + KNOXVILLE, TN + KUALA LUMPUR, MALAYSIA + LEXINGTON, KY + LONDON, ENGLAND + LOS ANGELES, COMMAN', FL + MINNEAPOLIS, MN + NEEHAH, WI + NEW HAVEN, CT + ORLANDO, FL + PHOENIX, AZ + PITTSBURGH, PA + PORTSMOUTH, NH + ARCHOFINCE, HALFICH, NC + RICHMOND, VA + KOSELLE, IL + SAN FRANCISCO, CA + SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, QAMADA + BLAN, DK + MARSHAGEON, SAN JOSE, CA + ENGAPORE + SORONTO, CA+ SAN JOSE, CA + ENGAPORE + SORONTO, CA+ SAN JOSE, CA + SAN JOSE, CA



Table A

	YEAR 2000					
•	THO-MAY		PERCENT	•••••		
TOLL ROAD and SEGHENT	ADT		TRUCKS	LANES	LOS	
***************************************				*****		
SOUTH TRI-STATE						
DALLMART BURBERALLS		-				
CALUMET EXPRESSWAY	116,200	5,600	17.0	3	E	
HALSTED ST.		0,000				
	109,100	5,200	17.0	3	Ε	
W000 \$T.	444 \$00	E 400	47.4	_		
DIXIE HIGHWAY	116,300	5,600	17.0	3	E	
Tride Homine/Al	122,400	5,900	17.0	3	F	
INTERSTATE 80						
APAnu saass	95,500	4,600	17.0	3	D	
159TH STREET	93,200	4,500	17.0	3	b	
127TH STREET	73,200	4,500	17.0	3	U	
	98,600	4,700	16.5	3	D	
95TH STREET						
TOTAL STREET	119,300	5,900	15.8	3	F	
79TH STREET	104,600	5,200	14.0	3	Ε	
INTERSTATE 55 (E.B.)	107,000	3,200	74,0	3		
	89,800	4,300	13.0	3	E	
CENTRAL TRI-STATE						

JOLIET ROAD						
OGDEN AVENUE	134,500	6,100	12.2	3	F	
WINER AVERUE	135,500	6,100	11.8	3	F	
EAST-WEST CONNECTOR	.33,300	-,	1110	,	,	
	105,200	4,700	11.8	3	D	
CERHAK ROAD	442 453		44 =	_		
ROOSEVELT ROAD	112,100	4,700	13.9	3	E	
The state of the s	104,800	4,700	13.9	3	D	
EAST-WEST TOLLWAY	,,,,,,,	.,,				
	115,200	6,700 NB	12.0	3	F	
PIPPUMPE PUREPANILU	115,200	6,800 \$8	13.9	4	E	
EISENHOUER EXPRESSWAY	113,900	5,000	9.3	3	-	
ILLINOIS ROUTE 64	113,700	3,000	y.3	3	3	
	132,500	6,200	8.8	3	F	
IRVING PARK ROAD						
	162,100	6,800	8.3	3	F	
KENNEDY EXPRESSWAY	162,100	7,200	8.8	4	F	
THE PERSON OF TH	130,600	5,900	8.3	3	7	

Continued

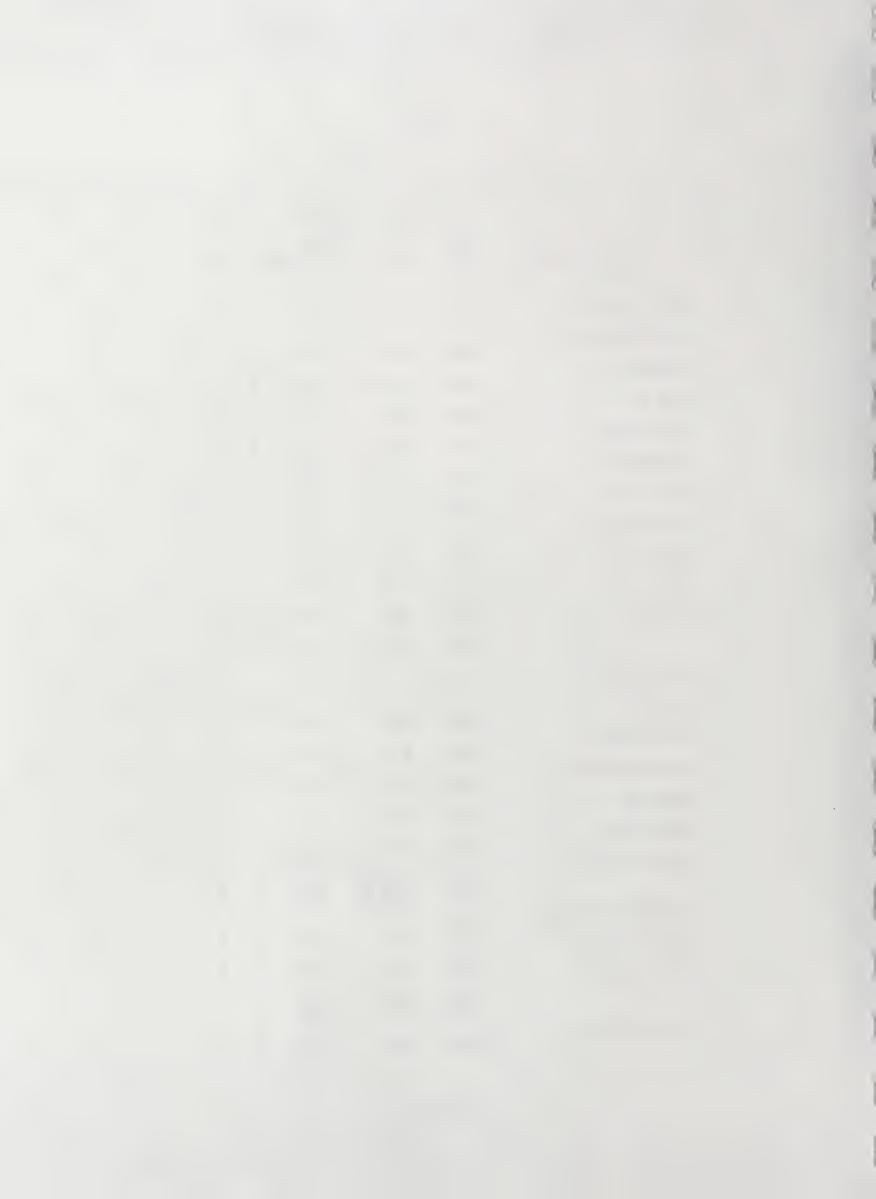


Table A (Cont'd)

•	- YEAR 2000				
	THO-MAY		PERCENT		
TOLL ROAD and SEGMENT	ADT	DWV	TRUCKS	LANES	LOS
***************************************			•••••	•••••	• • • • • •
HORTHLEST TOLLWAY					
	148,900				
	148,900	6,400 88	7.9	3	F
TOUHY AVENUE	477 900	E 800	T 0	3	F
DENPSTER ROAD	127,800	5,500	7.9	•	•
DENT STEA NOW	92,100	4,400	8.0	3	0
	•	·			
HORTH TRI-STATE			_		
SOLF ROAD	100 100	E 700	8.5	3	E
WILLOW ROAD	109,100	5,300		3	
WILLOW ROLD	94,900	4,300	9.0	3	D
EDENS SPUR	.,,	.,			
	128,600	6,000	10.5	3	F
DEERFIELD ROAD					
	111,900	4,900	11.5	3	D
ILLINOIS ROUTE 22	440 000	F 000			
THE INDIE SOUTE 40	110,200	5,000	11.8	2	E
ILLINOIS ROUTE 60	101,700	4,600	12.0	3	D
ILLINOIS ROUTE 176	,	.,			
	92,400	4,200	12.5	3	D
ILLINOIS ROUTE 137					
	82,300	3,600	13.5	3	C
ILLINOIS ROUTE 120	44 700	3 000	4/ 0	3	
ILLINOIS ROUTE 21	64,300	2,800	14.0	3	C
teelinging roote at	68,100	3,000	15.0	3	С
ILLINOIS ROUTE 132					
	51,100	2,200	17.0	3	8
ILLINOIS ROUTE 173					
WALL BREEV BAAR	53,100	2,300	17.0	3	8
MILL CREEK ROAD	56,000	2,500	17.0	3	
INTERSTATE 94	30,000	2,300	17.0	•	•
HORTHWEST EAST					
KENNEDY EXPRESSMAY					
MATRICE I ENTRE SOME	107,800	5,200	5.2	3	С
TRI-STATE INTERCHANGE	,	5,000			
	156,500	6,300 EB	6.4	. 3	F
	154,500	7,400 WB	6.6	4	F
LEE STREET					
ELMHURST ROAD	139,000	6,500	6.6	3	F
ECHIORS! RUN	103,100	5,100	7.1	3	D
ARLINGTON HEIGHTS ROAD	,	5,100	, , ,	•	
	95,000	4,800	7.0	3	D
	•				

Continued



Table A (Cont'd)

000

			infin no		
	THO-HAY	-	PERCENT		
TOLL ROAD and SEGHENT			TRUCKS		105
142FB0010F 560					
INTERSTATE 290	104 500	E 900	7.9	*	E
ROSELLE ROAD	100,300	3,200	7.7	•	•
HOUSELL HOLD	92,100	4,900	8.3	3	E
BARRINGTON ROAD	,	4,000	0.5	•	-
	59,500	2,900	10.0	2	E
ILLINOIS ROUTE 59		•			
	69,200	3,300	11.0	2	. F
ILLINOIS ROUTE 25					
	57,200	2,700	13.0	2	D
ILLINOIS ROUTE 31					
	41,300	2,200	17.0	2	C
RANDALL ROAD			45.5		
	38,600	2,100	17.5	2	C
NASTHIPPT TEST					
NORTHWEST WEST					
ILLINOIS ROUTE 47					
TECINOTS ROUTE 47	28 800	1,500	18.0	2	
U.S. ROUTE 20	20,000	1,300	10.0		•
CIGI NOCIE EV	29,700	1,500	19.0	2	
GENDA ROAD	27,100	1,500	17.0	•	•
	26,300	1,400	20.0	2	В
U.S. ROUTE 20 (S. ROCKFORD)	55,511			_	
	34,300	1,700	25.5	2	C
U.S. ROUTE 20 (BUS.)					
	31,000	1,600	25.5	2	
ROCKTON ROAD					
EAST-WEST EAST					
EISENHOUER EXPRESSHAY				_	
	59,500	3,200	5.5	3	C
TRI-STATE TOLLWAY	81 200	/ 700			
HAGER ROAD	81,200	4,300	5.5	3	D
mack Rome	82,800	4,400	5.5	3	D
EAST-WEST CONNECTOR	 , 	4,400	***	•	
	117,100	6,300	5.5	3.	F
SPRING ROAD	,	0,000		_	·
	117,000	6,400	5.5	3	F
ILLINOIS ROUTE 83	·	•			
	105,800	5,800	5.5	3	F
MIDWEST ROAD .					
	106,900	5,800	6.0	3	F
MIGHLAND AVENUE					
	100,300	5,400	7.5	3	E
ILLINOIS ROUTE 53					
	80,800	4,300	8.0	3	D
MAPERVILLE ROAD				_	
THE PARTY SA	66,100	3,500	8.5	2	C
ILLINOIS ROUTE 59					



Table A (Cont'd)

	YEAR 2000							
	THO-WAY		PERCENT		••••••			
TOLL ROAD and SEGHENT	ADT	DHV	TRUCKS	LANES	LOS			
·	48,800	2,600	9.0	2	D			
FARNEWORTH AVENUE	••,•••	2,000	7.0	•	•			
	41,800	2,200	9.3	5	D			
ILLINOIS ROUTE 31	24 200	4 400		•	_			
IL'. INDIS ROUTE 56	36,200	1,800	9.3	2	ε			
-	33,900	1,600	7.3	2	C			
EAST-WEST WEST								
ILLINOIS ROUTE 47								
	16,300	800	7.0	2	A			
DEKALB BAST								
DEKALB WEST	10,000	400	4.5	2	A			
District Mari	8,400	400	6.1	2	A			
ROCHELLE, U.S. RTE. 51					•			
ILLINOIS ROUTE 251	11,500	500	21.7	2	A			
TELINOTS ROOTE 251	9,000	400	21.7	2	A			
ILLINOIS ROUTE 26				•	•			
U.S. ROUTE 30	8,700	400	21.7	2	A			



Table A (Cont'd)

- _ YEAR 2000

-			*******		
-	THO-MAY	•	PERCENT		
TOLL ROAD and SEGMENT	ADT DHY TRUCKS LANES LOS				
	48,800	2,600	9.0	2	D
FARNSWORTH AVENUE	41,800	2,200	9.3	2	D
ILLINOIS ROUTE 31	34,200	1,800	9.3	2	c
ILI.INOIS ROUTE 36	33,900	1,600	7.3	2	C
EAST-WEST WEST					
ILLINOIS ROUTE 47				_	
DEKALB EAST	16,300	800	7.0	2	A
DEKALB WEST	10,000	400	6.5	2	A
ROCHELLE, U.S. RTE. 51	8,400	400	6.1	2	A
ILLINOIS ROUTE 251	11,500	500	21.7	2	A
ILLINOIS ROUTE 26	9,000	400	21.7	5	A
U.S. ROUTE 30	8,700	400	21.7	2	A .



Table B

the St.		204	
TE.	AJK.	201	v.

		•	_	1	•
•	THO-WAY			••••••	
TOLL ROAD and SEGHENT	ADT	DHV	TRUCKS	LANES	LOS
	*** *******	7,800 6,200 17.0 3 F 7,600 5,800 17.0 3 F 7,700 6,300 17.0 3 F 7,500 6,700 17.0 3 F			
SOUTH TRI-STATE					
**************************************	-				
CALUMET EXPRESSUAY	120 200	4 200	47.0		
HALSTED ST.	127,000	0,200	17.0	-	
- INCOME OF THE PROPERTY OF TH	120,600	5.800	17.0	3	
WOOD ST.	,				
	131,700	6,300	17.0	. 3	F
DIXIE HIGHWAY					
	140,500	6,700	17.0	. 2	F
INTERSTATE 80					
	109,000	5,200	17.0	3	E
159TH STREET					
	107,800	5,200	17.0	3	E
127TH STREET			44.0	_	_
AF-11	113,600	5,500	16.5	3	F
95TH STREET	430 400	4 (00	46.0		
79TH STREET	130,400	0,400	13.6	•	•
77TH BIREE!	111 600	5 600	14 n		
INTERSTATE 55 (E.B.)	,	5,000	1410		•
	86,800	4.200	13.0	3	F
		.,			·
CENTRAL TRI-STATE					
•••••					
JOLIET ROAD					
	135,500	6,100	12.2	2	F
OGDEN AVENUE					
	137,000	6,200	11.8	3	F
EAST-WEST CONNECTOR					
	105,000	4,700	11.8	3	D
CERMAK ROAD	447 000	4 200	49.0		-
ROOSEVELT ROAD	113,000	4,700	13.9	3	E
ROOSEVELT ROAD	104,000	4,700	13.9	3	D
EAST-WEST TOLLWAY	104,000	4,700	13.7	3	•
Shot Medi Toesmil	100,900	4,300 MR	12.0	3	E
	100,900	6,400 \$8		4 .	D
EISENHOWER EXPRESSWAY					
	123,700	5,400	9.3	3	E
ILLINOIS ROUTE 64					
	143,400	6,700	8.8	3	F
IRVING PARK ROAD					,
	179,800	7,500	8.3	3	F
	179,800	8,000	8.8	4	F
KENNEDY EXPRESSWAY	445				
	123,700	5,500	8.3	3	F

Continued



YEAR 2010

			YEAR 2010			
-	TWO-WAY		PERCENT	ERCENT .		
TOLE ROAD and SEGMENT	ADT	DKV .	TRUCKS	LANES	LOS	
MORTHWEST TOLLWAY						
	161,900	6,700 NB	8.3 7.9		E	
TOURY AVENUE	101,700	1,000 85	1.7	•	•	
DEMPSTEX ROAD	136,700	5,800	7.9	3	F	
SCHOOL ROLL	100,700	4,800	8.0	3	- D	
HORTH TRI-STATE						
BOLF ROAD						
	122,200	5,900	8.5	3	F	
WILLOW ROAD	117,000	5,300	9.0	3	E	
EDENS SPUR	,	0,555	7.0	•	•	
DEERFIELD ROAD	149,200	7,000	10.5	2	F	
	132,000	5,800	11.5	3	F	
ILLINOIS ROUTE 22	132,600	6,100	11.8	3	F	
ILLINOIS ROUTE 60					•	
ILLINOIS ROUTE 176	126,000	5,800	12.0	3	F	
	115,000	5,200	12.5	3	F	
ILLINOIS ROUTE 137	102,000	4,500	13.5	3	D	
ILLIMOIS ROUTE 120			44.4			
ILLINOIS ROUTE 21	75,900	3,300	14.0	3	С	
ILLINATE BOUTE 175	81,200	3,600	15.0	3	C	
ILLINOIS ROUTE 132	62,700	2,800	17.0	3	С	
ILLINOIS ROUTE 173	79 600	7 400	47.0			
WILL CREEK ROAD	72,500	3,200	17.0	3	C	
INTERSTATE 94	82,200	3,600	17.0	2	C	
INIDADINIC 74						
NORTHWEST EAST						
KENNEDY EXPRESSHAY						
	102,800	5,000	5.2	3	C	
TRI-STATE INTERCHANGE	154,900	6,300 EB	6.4			
	156,900		4.6	4	F	
LEE STREET	135,700	6,300	6.6	3		
ELNHURST ROAD			₩.0		F	
ARLINGTON MEIGHTS ROAD	96,000	4,700	7.1	3	D	
	95,100	4,900	7.0	3	D	

Continued



Table B (Contid)

·				YEAR 2010			
- -	TOLL ROAD and SEGMENT	YAW-ONT	DHV	PERCENT TRUCKS	LANES	LO5	•
				******	•••••	*****	
	INTERSTATE 290	111,500	5,600	7.9	3	F	
7	ROSELLE ROAD	103,500	5,500	8.3	3	F	
NWE-200	BARRINGTON ROAD ILLINOIS ROUTE 59	48,400	3,300	10.0	2	F	
	ILLINOIS ROUTE 25	82,200	3,900	11.0	2	F	
- 1	ILLINOIS ROUTE 31	63,400	2,900	13.0	2	E	
DMM-100	RANDALL ROAD	49,900	2,700	17.0	2	D	
+	-	44,000	2,400	17.5	2	D	
	NORTHWEST WEST						
NAM-200	U.S. ROUTE 20	30,600	1,600	18.0	2		
	GENOA ROAD	34,800	1,800	19.0	2	C	
+	U.S. ROUTE 20 (S. ROCKFORD)	30,300	1,600	20.0	2	C	
	U.S. ROUTE 20 (BUS.)	40,200	2,000	25.5	5	C	
NWW-300	ROCKTON ROAD	37,200	1,900	25.5	2	С	
1	EAST-WEST EAST						
1	EISENHOWER EXPRESSWAY						
	TRI-STATE TOLLWAY	77,200	4,100	5.5	3	D	
	HAGER ROAD	89,000	4,700	5.5	3	D	
	EAST-WEST CONNECTOR	90,700	4,800	5.5	3	0	
EWE- 300	SPRING ROAD	127,500	6,900 7,000	5.5	3	F	
	ILLINOIS MOUTE 83	113,300	6,200	5.5	3	F	
	NIDWEST ROAD	115,400	6,300	6.0	3 3	F	
+	HIGHLAND AVENUE ILLINOIS ROUTE 53	113,700	6,100	7.5	3	F	
EWE-250	NAPERVILLE ROAD	94,900	5,000	8.0	2	E	
EWE-210	ILLINOIS ROUTE 59	81,100	4,300	8.5	2	D	

Continued



•	_			YEAR 2010	-		
		TWO-WAY		PERCENT	_	•••••	
	TOLL ROAD and SEGHENT	ADT	DHV	TRUCKS	LAHE8	LOS	
ENE- 210 /	ILLINOIS ROUTE E9			******	_	•••••	
		66,300	3,500	9.0	5	•	
	FARNSHORTH AVENUE	42 200	7 400	9.3	2		
EWE-100	ILLINOIS ROUTE 31	63,200	3,400			•	
		60,000	3,000	9.3	2	E	
٦	ILLINOIS ROUTE 56	55,100	2,600	7.3	2	D	
-	EAST-WEST WEST						
	ILLINOIS ROUTE 47						
	DEKALB EAST	16,300	800	7.0	2	A	
		10,000	400	6.5	2	A	
	DEKALB WEST				_	•••	
		8,400	400	6.1	2	A	
	ROCHELLE, U.S. RTE. 51						
	****	11,500	500	21.7	2	A	
	ILLINOIS ROUTE 251	9,000	400	21.7			
	ILLINOIS ROUTE 26	7,000	400	21.7	2	A	
		8,700	400	21.7	2	A	





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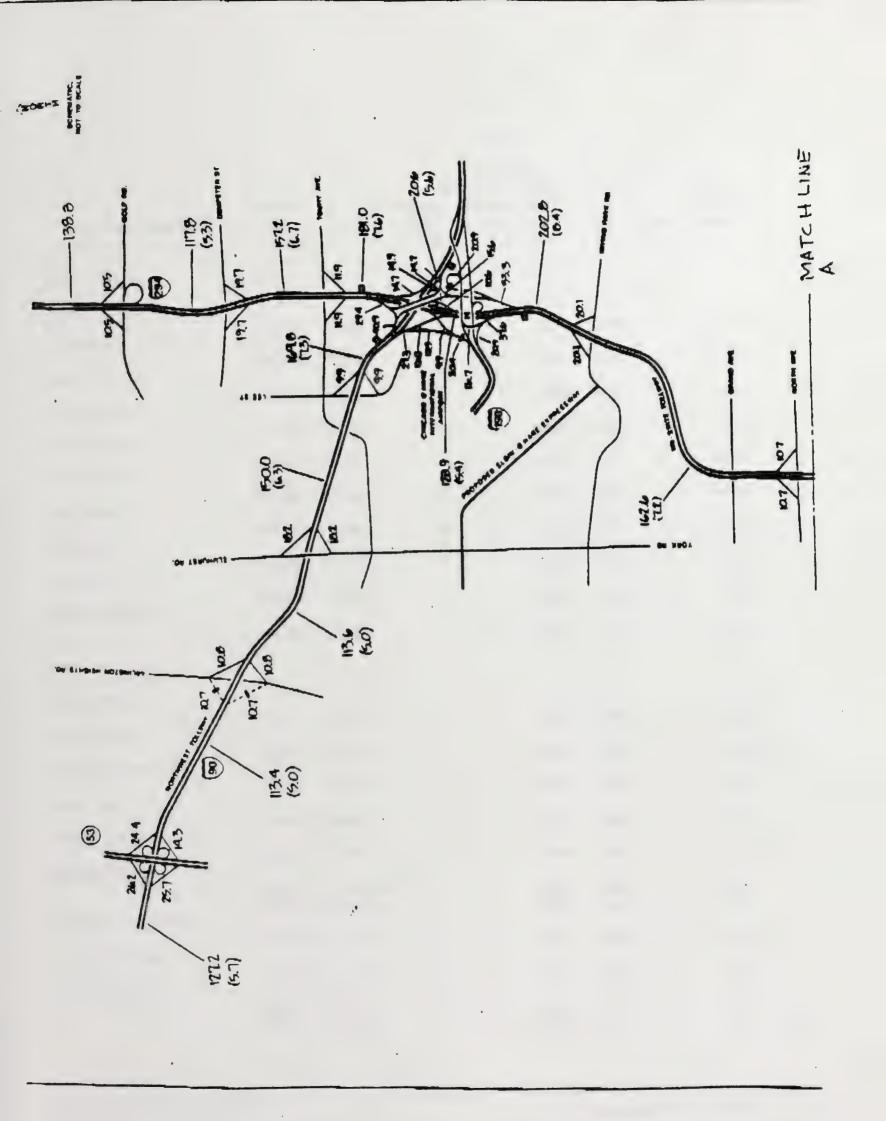
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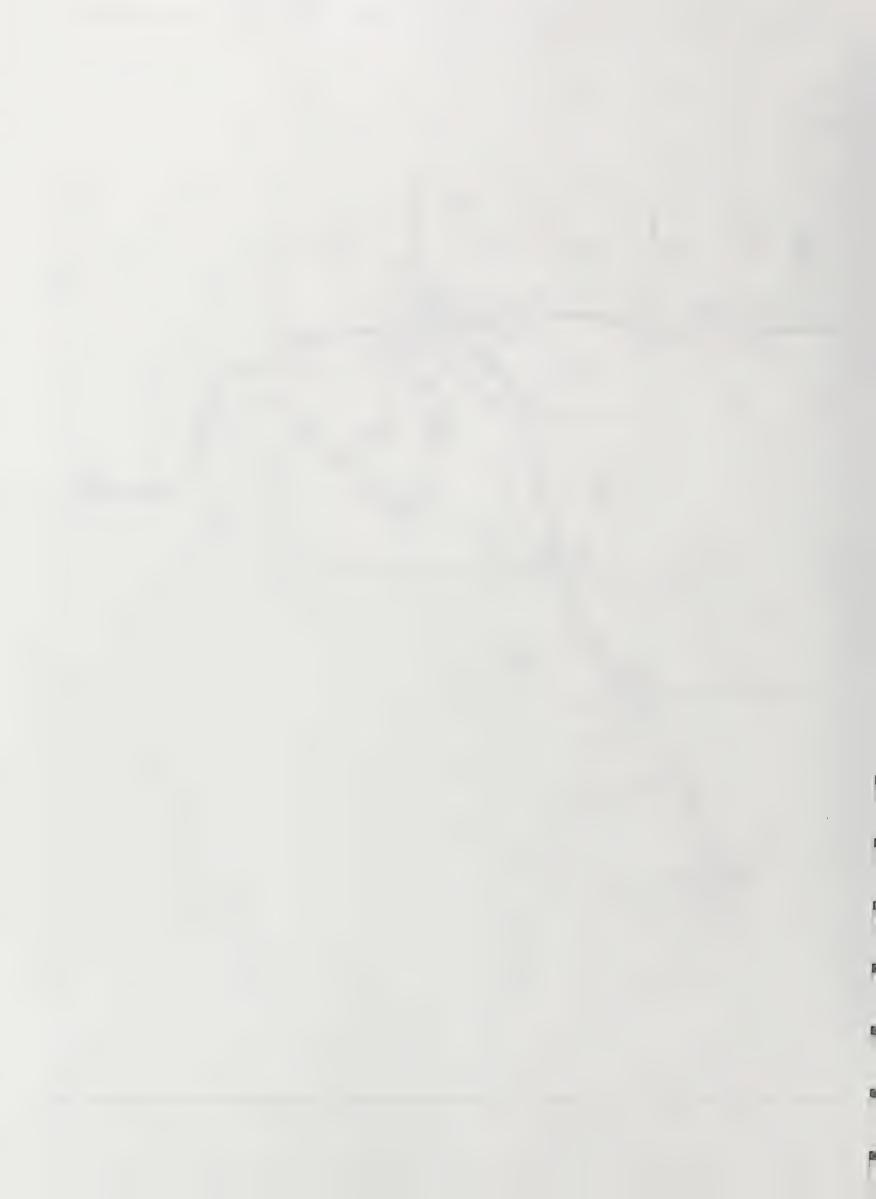


Table A

	••••••••••••••••							
and both and stought	TWO-WAY	Aunt		PROPOSED	DIR.	V/6	100	PERCENT
TOLL ROAD and SEGNENT	ADT	DHV	LANES	LANES	CAP.	V/C	LOS	********
SOUTH TRI-STATE								
								•
CALUMET EXPRESSWAY	143,000	6,300	3	4	4,840	0.92	D	17.0
HALSTED ST.		·						47.0
1000 ST.	138,000	6,100	3	4	6,840	0.89	D	17.0
	143,200	6,300	3	4	6,840	0.92	D	17.0
DIXIE HIGHWAY	148,400	4 500	3	4	4 940	0.95	E	17.0
INTERSTATE 80	140,400	6,500	3	•	6,840	0.73		17.0
APAnu arana	119,800	5,300	3	4	6,840	0.77	D	17.0
159TH STREET	121,400	5,300	. 3	3	5,130	1.03	F	17.0
127TH STREET	,	0,000			5,100			
Men eraper	134,000	5,900	3	3	5,150	1.15	F	16.5 ★
PSTH STREET	150,800	6,800	3	4	6,910	0.98	E	15.8
TOTH STREET	,	-,	·	•	0,,,,		•	,,,,
NUTEROTATE EE AR D	140,800	6,400	3	4	7,020	0.91	D	14.0
INTERSTATE 55 (E.B.)	120,400	5,400	3	3	5,310	1.02	F	13.0
CENTRAL TRI-STATE								
JOLIET ROAD	181,400	7,600	3		7 170	1 07		42.2
OGDEN AVENUE	101,400	1,000	•	4	7,130	1.07	F	12.2
	185,000	7,800	3	4	7,160	1.09	F	11.8 >
EAST-WEST CONNECTOR	139,600	6,000	3	4	7 140	0.04		44.0
CERMAK ROAD	137,000	5,000	•	•	7,160	0.84	D	11.8
	148,600	6,200	3	4	7,020	0.88	D	13.9
ROOSEVELT ROAD	477		_					
AST-WEST TOLLWAY	137,600	5,900	3	4	7,020	0.84	D	13.9
	127,500	5,500 NE	3	5	8,930	0.62	C	12.0
	127,500	5,500 81	4	5	8,780	0.63	C	13.9
ISENHOWER EXPRESSWAY	142,400	6,200	3	4	7,320	0.85		9.3
ILLINOIS ROUTE 64	142,400	9,500	•	•	1,320	0.85	D	7.3
	162,600	7,200	3	4 .	7,350	0.96	E	8.1
RVING PARK ROAD	202 200	B /00			0.550	0.00		
	202,800	8,400	3 4	5	9,230	0.91	D	8.3
	202,800	-,	•	3	7, 190	0.91	D	8.8



Table A

YEAR 2010

	THO-HAY		EXISTING		DIR.			PERCEN'
TOLL ROAD and SEGMENT	ADT	DHV	LANES	LANES	CAP.	V/C	LOS	TRUCKS
ENHEDY EXPRESSIVAY								
	128,900	5,400	3	4	7,390	0.73	C	8.
ORTHWEST TOLLWAY	,	- (•			
	181,000	7,300 1	tB 4	5	9,230	0.79	D	8.
		-			9,270	0.82	D	7.
	181,000	7,600		•	7,270	0.02	•	
OUHY AVENUE			_					-
	157,200	6,700	3	4	7,410	0.90	D	7.
EMPSTER ROAD				~				
	117,800	5,300	3	(3)	5,560	0.95	E	8.
IORTH TRI-STATE								
OLF ROAD								
	138,800	6,400	3		7,370	0.87	D	8
TILLOW ROAD	,	0,100	•		, .,			
TELOW ROPE	471 900	E 000		3	E 800	1.07		•
	131,800	5,900	3	3	5,500	1.07	F	•
DENS SPUR								
	167,200	7,200	3	4	7,240	0.99	E	10
EERFIELD ROAD								
	143,600	6,100	3	4	7,170	0.85	D	11
LLINOIS ROUTE 22		-•						
	138,800	4,300	3	4	7,160	0.88	D	11
	130,000	9,300	3	•	7,100	0.00		• • •
LLINOIS ROUTE 60							_	
	133,000	6,100	3	3	5,360	1.14	F	12
LLINOIS ROUTE 176								
	117,600	5,400	3	3	5,330	1.01	F	12
LLINOIS ROUTE 137								
	104,800	4,600	3	3	5,290	0.87	D	13
LLINDIB ROUTE 120	,	,,,,,,	_	_	5,2.0	•••		
LLINDIE ROOTE 120	00 000	7 500		•		0.47		
	80,200	3,500	3	3	5,260	0.67	C	14
LLINOIS ROUTE 21								
	85,800	3,800	3	3	5,220	0.73	C	15
LLINDIS ROUTE 132								
	60,600	2,700	3	3	5,130	0.53		17
LLINOIS ROUTE 173								
	54,000	2 (00	3	3	5,130	0.47		17
	34,000	2,400	3	3	3,130	0.47		17
IILL CREEK ROAD				_				
	54,400	2,400	3	3	5,130	0.47		17
HTERSTATE 94								
CRTHWEST EAST								
MINERI EARI								
ENNEDY EXPRESSMAY								
	120,600	5,600	3	3	5,700	0.98	E	5
RI-STATE INTERCHANGE								
	169,800	6,800	EB 3	5	9,400	0.72	C	6
	169,800	7,300			9,380	0.78		
EE STREET	107,000	7,300	-	,	7,300	0.78		•
EE SIREE!	400 000				A 500			
	150,000	6,300	. 3	4	7,500	0.84	D	6
LMHURST ROAD								
	113,600	5,000	3	4	7,470	0.67	C	7



Table A

YEAR 2010

	TWO-WAY		EXISTING	PROPOSED	DIR.			PERCEN
TOLL ROAD and SEGMENT	ADT	DHV	LANES	LANES	CAP.	V/C	LOS	TRUCKS
	113,400	5,000	3	4	7,480	0.67	С	7.
NTERSTATE 290					·			
DEELLE ROAD	127,200	5,700	3		7,410	0.77	С	7.
ARRINGTON ROAD	105,400	4,900	3	4	7,390	0.66	C	8.
LLINOIS ROUTE 59	74,200	3,300	2	3	8,450	0.61	C	10
	90,800	4,000	2	3	5,410	0.74	c	11
LLINOIS ROUTE 25	77,600	3,400	2	2	3,540	0.96	E	13
LLIMOIS ROUTE 31	60,400	2,800	2	2	3,420	0.82	D	17
ANDALL ROAD								
	53,000	2,600	2	2	3,400	0.82	D	17
ORTHWEST WEST								
LLINOIS ROUTE 47	// /00	2 400			7 700	A 40		40
.S. ROUTE 20	44,600	2,100	2		3,390	0.62	C	18
ENDA ROAD	50,400	2,400	3	2	3,360	0.71	C	19
.s. ROUTE 20 (s. ROCKFORD)	45,600	2,200	2	2	3,330	0.66	¢	20
	58,200	2,800	2	2	3,190	0.88	D	25
.s. ROUTE 20 (BUS.)	51,200	2,500	2	2	3,190	0.78	D	25
AST RIVERSIDE BLVD.	47,800	2,300	2	2	3,190	0.72	2	25
OCKTON ROAD	47,000	*,300	•	•	3,190	0.72		
AST-WEST EAST								
ISENHOUER EXPRESSWAY								
	75,300	3,600	3	3	5,690	0.63	c	5
RI-STATE TOLLWAY	90,900	4,300	3	3	5,690	0.76	c	5
AGER ROAD	94,700	4,500	3	3	5,690	0.79	D	5
AST-WEST CONNECTOR								
PRING ROAD	145,000	6,900	3	4	7,580	0.91	D	5
LLINDIS ROUTE 83	149,000	7,100	3	4	7,580	0.94	E	5
	132,600	6,300	3	4	7,580	0.83	D	5
IDMEST ROAD	133,400	6,700	3	4	7,550	0.89	D	4
GHLAND AVENUE	137,600	6,800	3	4	7,550	0.90	D	6
DRTH-SOUTH TOLLWAY								
LLINOIS ROUTE 53	129,400	6,400	3	4	7,440	0.86	D	7



Table A

YEAR 2010

	TWO-WAY		EXISTING	PROPOSED	DIR.			PERCENT
TOLL ROAD and SEGMENT	ADT	DHV	LANES	LANES	CAP.	V/C	LOS	TRUCKS
	110,600	5,500	. 3	3	5,560	0.99	E	8.0
MAPERVILLE ROAD	94,200	4,700	3	3	5,530	0.85	D	8.5
ILLINOIS ROUTE 59								
FARRIDADETH AVENUE	67,400	3,300	2	2	3,470	0.90	Đ	9.0
ILLINOIS ROUTE 31	57,200	2,700	2	2	3,660	0.74	C	9.3
	43,600	2,000	2	2	3,660	0.55	c	9.1
ORCHARD ROAD	38,800	1,800	2	. 2	4,000	0.45		
ILLINOIS ROUTE 56								
	21,800	1,000	2	2	3,730	0.27	A	7.3
EAST-WEST WEST								
ILLINOIS ROUTE 47								
DEKALB EAST	27,400	1,300	2	2	3,740	0.35	A	7.0
	19,600	900	5	2	3,760	0.24	A	6.
DEKALB WEST	17,000	800	2	2	3,770	0.21	A	6.1
ROCHELLE, U.S. RTE. 51	18,600	900	. 2	2	3,290	0.27		24 5
ILLINOIS ROUTE 251						0.21	A .	21.7
ILLINDIS ROUTE 26	17,800	900	2	2	3,290	0.27	A	21.7
	18,600	900	2	2	3,290	0.27	A	21.7
U.S. ROUTE 30								



1201

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September 28, 1989

Mr. Melvin R. Sierakowski Traffic and Operations Engineer Illinois State Toll Highway Authority 2001 West 22nd Street Oak Brook, IL 60521

Re: Toll Plaza Requirements

Dear Mel:

As requested, we are pleased to submit herewith estimated toll plaza requirements for the following mainline toll plazas:

- Plaza 14 (new);
- Plaza 17 (Devon Avenue);
- Plaza 19 (River Road);
- Plaza 25 (Deerfield);
- Plaza 29 (Touhy Avenue);
- Plaza 33 (Irving Park Road);
- Plaza 35 (Cermak Road);
- Plaza 39 (83rd Street);
- Plaza 41 (163rd Street); and
- Plaza 51 (York Road).

As requested, we have estimated toll plaza requirements by manual versus automatic lane at five year increments between 1995 and 2010. These estimates have been prepared under two conditions for all plazas, with and without the proposed Tollway widening program. The widening program assumed is the modified plan which was conveyed to WSA in August, 1989. This includes widening with the core area of the Tollway system, as well as some segments north and south outside the core area which had not been previously evaluated in 1988.

In addition, for Plazas 17 and 33, the impact of constructing the proposed O'Hare Bypass is also recognized.

We looked at the possibility of reversibility of toll lanes and, in most cases, directional splits are not sufficient to make this worthwhile. Directional imbalances are expected to decrease in the future as overall levels of congestion grow. Therefore, no reversibility is assumed.

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WILBUR SMITH ASSOCIATES

Mr. Melvin R. Sierakowski September 28, 1989 Page Two

The lane requirements were developed using our dynamic capacity model, which recognizes variable transaction times for commercial vehicles, passenger cars with exact change and passenger cars requiring change, etc. In general, it was assumed that 60 percent of passenger car motorists would tender the exact change. The proportion of trucks in the traffic stream was based on actual traffic data provided by the Authority.

The design hour volumes used were those developed as part of the modified widening program analysis and provided in a separate Technical Memorandum. Obviously, under the widening scenario toll lane requirements would be significantly greater. Without widening, while there will continue to be some growth in average daily traffic, there is relatively little toll plaza widening needed after the year 2000 since most plaza approaches would be at capacity.

We would be pleased to answer any questions you may have. By copy of this letter, we are providing copies of these findings directly to Chris Dovas at Envirodyne.

Thanks and best regards.

Very truly yours,

Edward J. Regan / III

Vice President

EJR/kac Enclosures

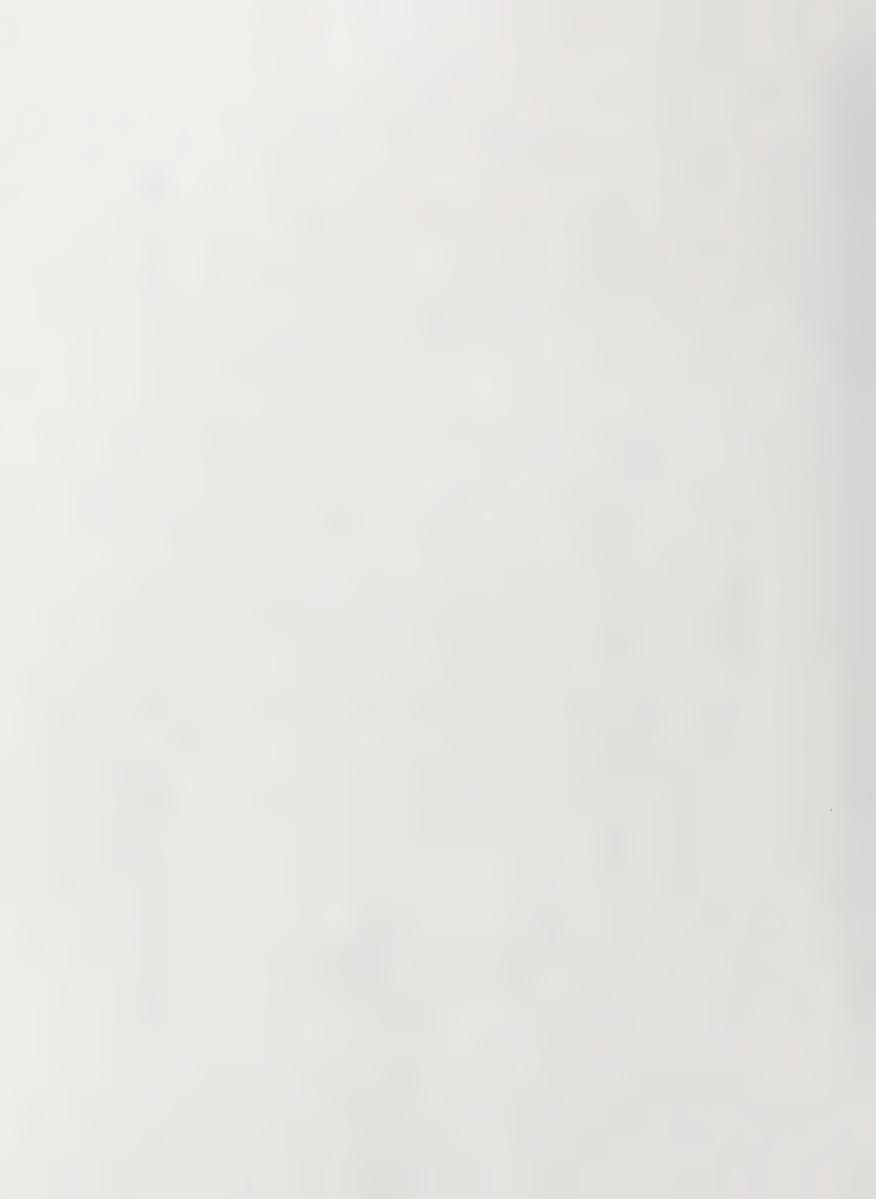
cc: Mr. Chris Dovas - EEI



Table 1 TOLL PLAZA CONFIGURATIONS Plaza 14

Manual Automatic Total Hanual Automatic Total DIR 6 3 9 6 3 9 6 3 9 6 4 10 6 4 10 0								24-08
6 3 9 6 3 9 6 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Manual	Autometic	Total	Hanual	å	Total	DIRECTIONS
6 3 9 6 3 9 6 4 10 6 4 10 7 4 11 7 8 11 7 5 12 7 5 12 7 5 12 7 5 12 8 5 13 8 5 13	Existing	0	1 1 1 1 1 1	8 1 1 1 1 1				
6 3 9 6 3 9 6 4 10 6 4 10 7 4 11 7 4 11 7 5 12 7 5 12 7 4 11 7 4 11 7 5 12 7 5 12 7 5 12 7 5 12 8 5 13 8 5 13	Atthout Widening							
6 4 10 6 4 10 7 4 11 7 4 11 7 5 12 7 5 12 7 4 11 7 4 11 7 5 12 7 5 12 7 5 12 7 5 12 8 5 13 8 5 13	1995	9	m	6	9	m	6	18
7 5 12 7 8 12 7 5 12 7 5 12 7 8 11 7 8 11 7 5 12 7 5 12 8 5 13 8 5 13	2000	9	#	10		#	10	20
7 5 12 7 5 12 7 4 11 7 4 11 7 5 12 7 5 12 7 5 12 7 5 12 8 5 13 8 5 13	2005	7	#	11	7	ध	Ξ	22
7 4 11 7 4 11 7 5 12 7 5 12 7 5 12 7 5 12 8 5 13	2010	7	5	12	7	S	12	24
7 4 11 7 4 11 7 5 12 7 5 12 7 5 12 7 5 12 8 5 13 8 5 13	th Widening							
7 5 12 7 5 12 7 5 12 7 5 12 8 5 13 8 5 13	1	7	#	1	7	झ	=	22
7 5 12 7 5 12 8 5 13 8 5 13	2000	7	2	12	7	70	12	24
8 5 13 8 5 13	2005	7	ĸ	12	7	2	12	24
	2010	80	5	13	80	5	13	26

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Table 2	PLAZA CONFIGURATIONS	Plaza 17 .
	TOLL	

Manual Automatic Total 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 9 7 16 2 0 8 5 13 1 -2 -2 8 6 14 1 -1 -1			WESTBO		CHAN	FROM EXI	
9 7 7 16 2 0 9 8 5 13 · 1 -2 -		Manual	Automatic	Total	Hanual	8	Total
9 7 7 16 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Existing	8 8 8 8 8 8	4 8 8 8 8 1	1 ← 1 1 1 1 2	6 8 1 6 8 8	8 6 8 8 8	
9 7 7 16 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ithout Widening						
9 7 7 16 2 0 9 8 5 13 · 1 -2 0	1995	6	1	16	2	0	2
9 7 16 2 0 9 7 7 16 2 0 9 8 5 13 · 1 -2 -	2000	6	7	16	2	0	2
9 7 16 2 0 9 7 7 16 2 0 8 7 13 7 1 17 2 1 8 6 14 11 1 1 1 1 1 1 1	2005	6	7	16	2	0	8
9 7 16 2 0 9 7 7 16 2 0 1 1	2010	6	7	16	2		2
9 7 16 2 0 9 7 7 16 2 0 9 7 7 16 2 0 9 7 7 16 2 0 8 7 13 · 1 -2 8 6 14 1 1 -1	With Widening						
9 7 16 2 0 9 7 7 16 2 0 9 7 7 16 2 0 8 7 13 · 1 -2 8 6 14 1 1 -1	1	6	7	16	2		2
9 7 16 2 · 0 9 7 16 2 · 0 8 5 13 · 1 -2 8 6 14 11 -1		6	7	16	2	0	8
9 7 16 2 0 8 5 13 · 1 -2 - 8 6 14 1 -1		6	7	16	2		8
8 5 13 · 12 8 6 14 11	2010	6	7	16	2	0	N
8 5 13 · 1 -2 - 8 6 14 1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	ith Widening and O'Hare Bypass						
8 5 13 1 -2 - 8 6 14 1 -1	1995	e	2	13		-5	-
8 6 14 1 -1 8 6 14 1 -1	2000	80	2	13	-	-5	7
8 6 14 1	2005	60	9	1.2	-	7	0
	2010	60	9	11	-	7	0



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Table 3
TOLL PLAZA CONFIGURATIONS
Plaza 19

					CHANGE FROM EXISTING		
	Kanual	Automatic	Total	Hanua]	Automatic	Total	
Existing	2	9	11	i		•	
_							
1995	9	5	Ξ	-	7	0	
2000	9	5	=	**	7	0	
2005	9	5	11	-	7	0	
2010	9	īU	11	-	7	0	
38							
1995	9	20	=	-	7	0	
2000	9	5	=	-	7	0	
2005	7	5	12	2	7	-	
2010	7	5	12	2	-	-	

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Table & TOLL PLAZA CONFIGURATIONS Plaza 25

		NORTHBOUND			SOUTHBOUND		# to G	CHANG	CHANGE PROM EXISTING	TING
	Manual	Manual Automatic Total	Total	Hanual	6	Total	DIRECTIONS	Hanual	Manual Automatic Total	Total
Existing			10		5	10	20	8 8 8 8 8 8 8	6 8 6 6 6 6 6 6 6	8
Vithout Widening										
1995	60	2	13	60	5	13	56	9	0	9
2000	6 0	5	13	60	2	13	56	9	0	9
2005	80	5	13	60	5	13	56	9	0	9
2010	80	5	13	89	rv.	13	26	9	0	9
With Widening										
1995	€	5	13	60	2	13	56	9	0	9
. 2000	6	5	1.8	6	5	AT F	28	60	0	60
2005	10	5	15	10	2	15	30	10	0	10
2010	10	9	16	10	9	16	32	10	2	12

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		2		CHAN	CHANGE FROM EXISTING	LING
	Manual	Automatic	Total	Manual.	Automatic Total	Total
Existing	9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 8 8 8 9 9 9	0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
Without Widening						
1995	8	9	1.18	2	7	-
2000	8	9	1.11	2	7	-
2005	8	9	1.14	2	7	-
2010	6	9	15	m	7	2
With Widening						•
1995	80	9	N.	2	٦	-
2000	6	9	15	E	7	2
2005	10	9	16	æ	7	e
2010	10	9	16	ET.	7	3



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		SOUTHBOUND		CHAN	CHANGE FROM EXISTING	TING
Exieting	Hanual	Automatic	Total 13	Manual	Manual Automatic	Total
Without Widening	o	ve	ī.	^		^
2000	10	, vo	16	, m		ım
2005	10	9	16	m	0	e
2010	10	9	16	e .	0	m
With Widening						
1995	6	9	15	8	0	2
2000	==	9	. 17	#	0	AT.
2005	11	7	18	Æ	-	5
2010	11	7	18	27	-	10
With Widening and O'Hare Bypass						
1995	€	#	12		-2	-
2000	60	10	. 13	-	7	0
2005	6	10	1.4	8	7	-
2010	6	9	15	2	0	2

Table 6
TOLL PLAZA CONFIGURATIONS
Plaza 33



Table 7
TOLL PLAZA CONFIGURATIONS
Plaza 35

Manual Autometic Total Menual Autometic Total DIR 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 9 N 13 13 9 N 13 9 N 14 9 N 13 9 N 14 13 9			NORTHBOUND			SOUTHBOUND		6	CHANG	CHANGE FROM EXISTING	TING
9		Kanual	Autometic	Total	Hanual	Automatic	Total	DIRECTIONS	Hanua]	Automatic	Total
9	Existing	9	3 AC 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1 0 1	9	#2"		20	a a a a a a a a a a a a a a a a a a a		1
9 N 13 9 N 13 26 6 9 5 14 9 5 14 28 6	thout										
9 h 13 9 h 13 26 6 9 h 13 9 h 13 26 6 9 h 13 9 h 13 6 9 h 13 9 h 13 26 6 9 h 13 9 h 13 26 6 9 5 14 9 5 14 28 6 9 5 14 9 5 14 28 6	1995	6	æ	13	6	æ	13	26	9	0	
9 h 13 9 h 13 26 6 9 h 13 9 h 13 26 6 9 h 13 9 h 13 26 6 9 5 14 9 5 14 28 6 9 5 14 9 5 14 28 6	2000	6	#	13	6	~	13	26	9	0	
9 h 13 9 h 13 26 6 9 h 13 9 h 13 26 6 9 5 14 9 5 14 28 6 9 5 14 9 5 14 28 6	2005	6	**	13	6	-	13	26	9	0	
9 k 13 9 k 13 26 6 9 k 13 9 k 13 26 6 9 5 1k 9 5 1k 28 6 9 5 1k 9 5 1k 28 6	2010	6	*	13	6	æ	13	26	•	0	
9 k 13 9 k 13 26 6 9 k 13 9 k 13 26 6 9 5 1k 9 5 1k 28 6 9 5 1k 9 5 1k 28 6	With Widening										
. 9 k 13 9 k 13 26 · 6 9 5 1k 9 5 1k 28 6	1995	6	**	13	6	æ	13	26	9	0	
. 9 5 14 9 5 14 28 6 9 5 14 9 5 14 28 6	2000	6	A	13	6	•	13	26	9	0	
9 5 14 9 5 14 28 6		6	IC.	4.	6	5	#	28	9	2	
	2010	6	5	# -	6	in.	4.	28	•	2	

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Table 8
TOLL PLAZA CONFIGURATIONS
Plaza 39

Hanual Automatic Total Hanual Automatic Total DIRECTIONS Hanual Automatic Total Hanual Autom						SOUTHBOUND		200	CHANG	CHANGE PROM EXISTING	TING
7 5 12 24 4 0 8 5 13 8 5 13 26 6 0 8 5 13 8 5 13 26 6 0 9 5 14 9 5 14 28 8 0 10 5 15 10 5 15 30 10 0 1 11 5 16 32 15 0 1 0 1				Total		Automatic	Total	DIRECTIONS	Manual	Autommtic	Total
7 5 12 7 5 12 24 4 0 8 5 13 8 5 13 26 6 0 8 5 13 8 5 13 26 6 0 9 5 14 9 5 14 28 8 0 10 5 15 10 5 15 30 10 0 1 11 5 16 11 5 16 32 12 0 1	Existing	ir.			5	15	10	20	1	1	
7 5 12 5 12 24 4 0 8 5 13 26 6 0 8 5 13 26 6 0 9 5 14 9 5 14 26 6 0 10 5 14 9 5 14 8 0 1 10 5 15 10 5 15 10 0 1 11 5 16 15 16 15 10 0 1	Vithout Widening										
8 5 13 26 6 0 8 5 13 26 6 0 9 5 13 26 6 0 9 5 14 9 5 14 28 8 0 10 5 15 16 5 15 30 10 0 11 5 16 1 5 16 15 10 0 1	1995	7	10	12	7	5	12	# Z	æ	0	
8 5 13 26 6 0 8 5 13 26 6 0 9 5 14 26 6 0 10 5 14 28 8 0 10 5 15 16 5 16 0 11 5 16 15 16 0	2000	8	r.	13	80	5	13	56	9	0	
8 5 13 26 6 0 9 5 14 28 8 0 10 5 15 30 10 0 10 5 15 30 10 0 11 5 16 11 5 16 0	2005	8	70	13	80	5	13	26	9	0	
9 5 14 28 8 0 10 5 15 30 10 0 10 5 15 30 10 0 11 5 16 32 12 0	2010	60	ĽΩ	13	89	\$	13	26	9	0	
9 5 14 28 8 0 10 5 15 30 10 0 10 5 15 30 10 0 11 5 16 16 12 0	iith Widening										
10 5 15 10 6 15 10 0 10 5 15 30 10 0 11 5 16 11 5 16 12 0	1995	6	80	=	6	5	4.	28	8	0	
10 5 15 30 10 0 11 5 16 32 12 0	2000	10	in.	15	10	20	15	30	10	0	•
11 5 16 11 5 16 32 12 0	2005	10		15	10	10	15	30	10	0	-
	2010		5	16		25	16	32	12	0	-

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		NORTHBOUND			SOUTHBOUND			CHANG	EXIS	TING
Existing		Autos Batio	Total	Hanual Hanual	Automatic	Total	DIRECTIONS	E I	Autosatio	Total
bout Widen										
1995	7	*	=	1	*	=	22	9	0	9
2000	•	~	12	€	æ	12	24	60	0	SC.
2005	©	27	12	60	R	12	24	60	0	60
2010	6	•	13	6	st	13	26	10	0	10
With Widening										
1995	7	-	11	7	*	=	22	9	0	9
2000	€	-	12	80	×	12	2 %	80	0	60
2005	6	-	13	6	M	13	56	10	0	10
2010	6	\$	##	6	5	*	28	10	8	12

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Table 10 TOLL PLAZA CONFIGURATIONS Plaza 51

Automatic Total DIR 7 5 12 7 5 12 7 5 12 8 5 13 8 6 14 8 6 14			EASTBOUND			WESTBOUND		HLOR	CHAN	CHANGE PROM EXISTING	TING
7 5 12 7 5 12 24 5 -1 7 5 12 7 5 12 24 5 -1 7 5 12 7 5 12 24 5 -1 7 5 12 24 5 -1 7 5 12 24 5 -1 8 6 14 8 6 14 28 7 -1 8 6 14 8 6 14 28 7 -1 9 6 15 9 6 15 30 9 1		Hanual	Automatic	Total		Automatic	Total	DIRECTIONS	Manual	Automatic	Total
7 5 12 7 5 12 24 5 -1 7 5 12 24 5 -1 7 5 12 24 5 -1 7 5 12 24 5 -1 7 7 7 7 12 24 5 -1 8 5 12 7 7 1 -1 8 6 14 8 6 14 28 7 7 1 9 6 15 9 6 15 30 9 1		R		6	2	9	=	20	•	•	ť
7 5 12 7 5 12 24 5 -1 7 5 12 24 5 -1 7 5 12 24 5 -1 7 5 12 24 5 -1 8 5 12 24 5 -1 8 6 14 28 7 -1 8 6 14 28 7 -1 9 6 15 9 6 15 30 9 1											
7 5 12 24 5 -1 7 5 12 24 5 -1 7 5 12 24 5 -1 8 5 12 24 5 -1 8 5 13 8 6 14 28 7 1 9 6 14 8 6 14 28 7 1 9 6 15 9 6 15 30 9 1	. !	7	Į,	12	7	70	12	24	ľ	7	য়
7 5 12 5 12 5 -1 7 5 12 24 5 -1 8 5 12 24 5 -1 8 5 13 8 5 13 26 7 -1 8 6 14 8 6 14 28 7 1 9 6 15 9 6 15 30 9 1		7	5	12	7	5	12	2 18	. ru	7	. #
7 5 12 24 5 -1 8 5 13 26 7 -1 8 6 14 8 6 14 28 7 1 8 6 14 28 7 1 9 6 15 9 6 15 9 1		7	5	12	7	5	12	2 N	5	7	⊒
8 5 13 8 5 13 26 7 -1 8 6 14 8 6 14 28 7 1 8 6 14 8 6 14 28 7 1 9 6 15 9 6 15 30 9 1		7	2	12	7	5	12	24	2	-1	я
8 5 13 26 7 -1 8 6 14 28 7 1 8 6 14 28 7 1 9 6 15 30 9 1											
6 14 8 6 14 28 7 1 6 14 8 6 14 28 7 1 6 15 9 6 15 30 9 1	•	80	5	13	60	5	13	26	7	-	9
6 14 8 6 14 28 7 1 6 15 9 6 15 30 9 1		80	9	4	80	9	##	28	1.	-	60
6 15 30 9 15 30		8		4 .	60	9	#	28	7	-	80
		6		15	6	9	15	30	6	-	10

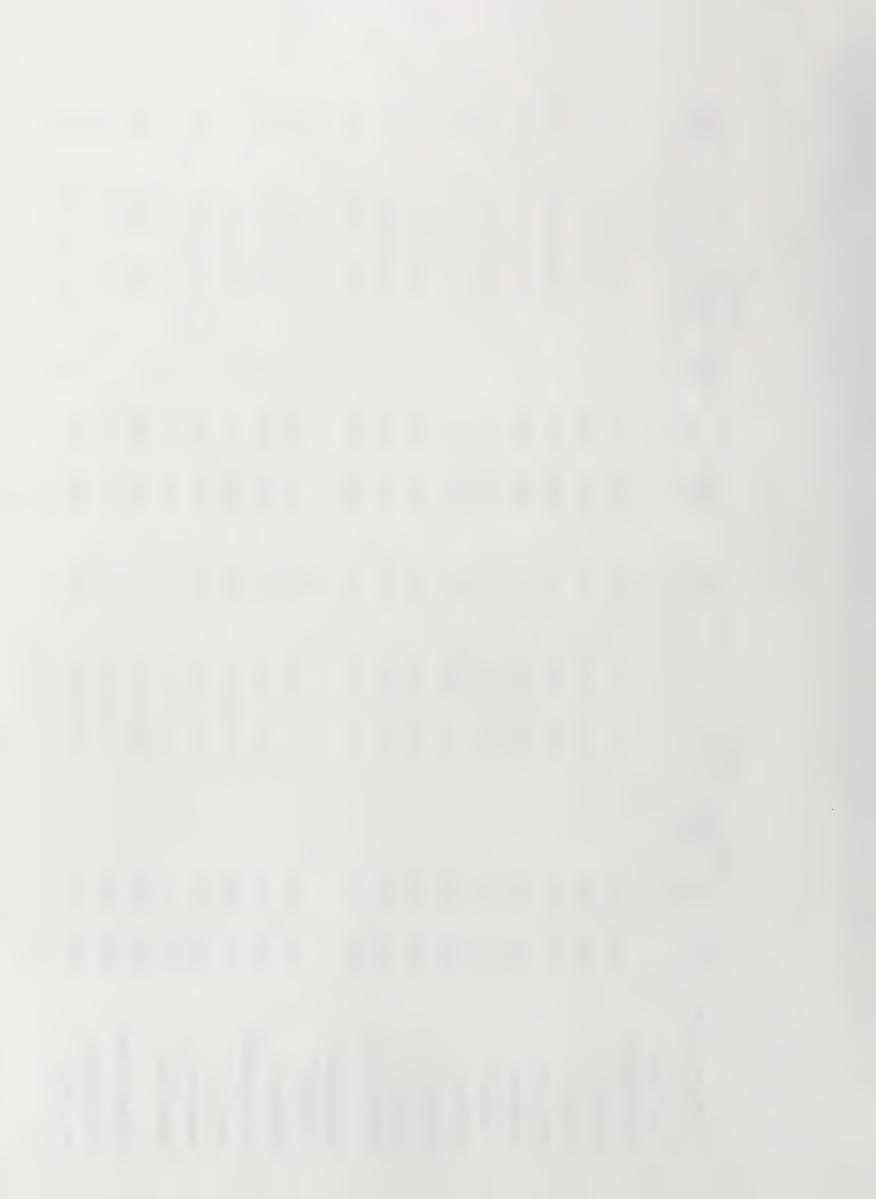
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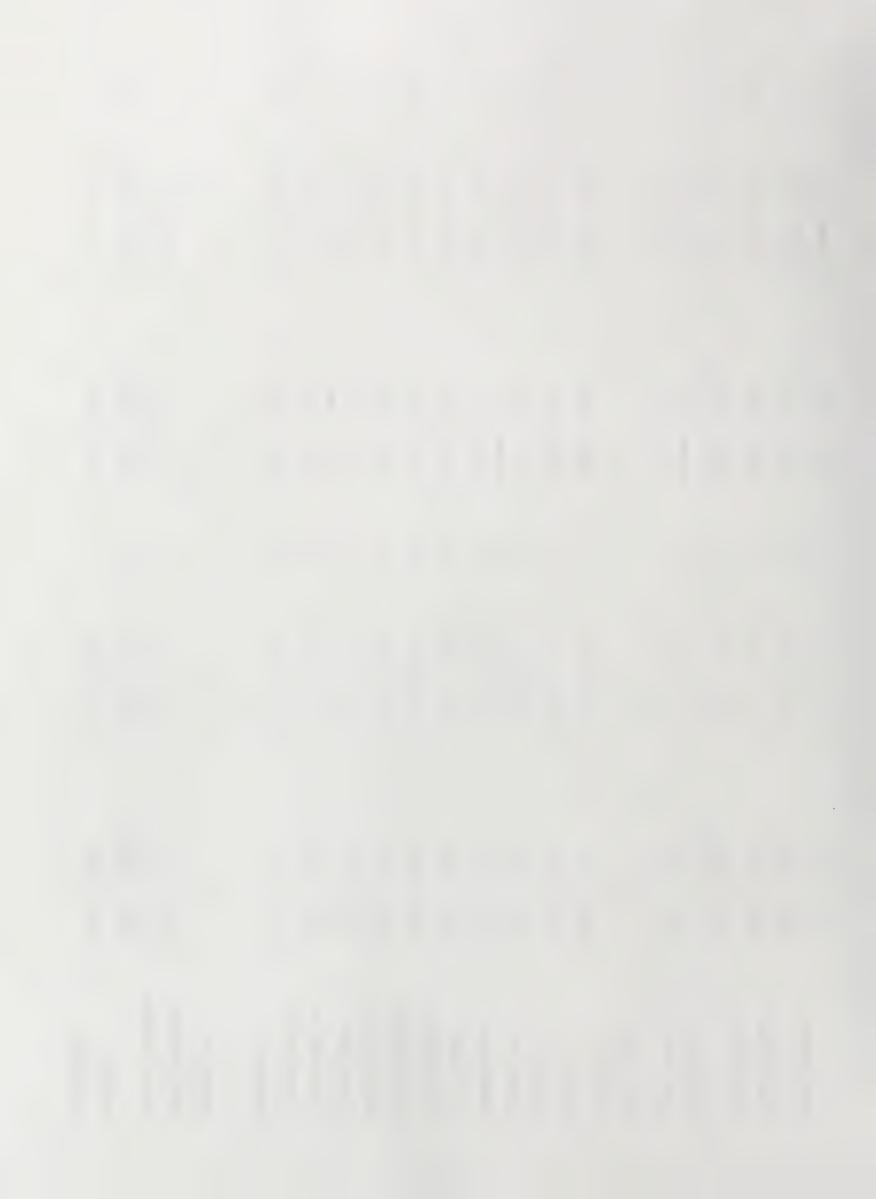


Table A

				YEAR 2000	8			With O'Hare Bypass	Scenario 1 With O'Hare Bypass			YEAR 2010	940			
TOLL ROAD and SECHENT	TWO-WAY	DHA	EXISTING	PROPOSED	DIR. CAP.	A/C	993	PERCENT	TWO-WAY ADT	DHV	ECCSTING	PROPOSED	CAP.	AVC	108	PERCENT
SCOTH TRE-STATE																
CALLMET EXPRESSMAY	123,600	2,700	m	#	6,840	0.83	Q	17.0	145,000	6,400	m	AT	6,840	9.0	۵	17.0
rational of	118,400	2,500	m	#	6,840	0.80	Q	17.0	140,000	6,200	က	R	6,840	0.91	Q	17.0
NOW SI.	121,800	2,700	m	Ħ	6,840	0.83	Q	17.0	145,000	6,400	en en	#	6,840	9.0	Q	17.0
DIALE HUGHAI	125,200	5,800	m	t t	6,840	0.85	Q	17.0	150,400	009'9	m	R	04849	0.96	S	17.0
MIRASIATE 00	009'66	1,600	m	#	6,840	0.67	ပ	17.0	121,800	5,400	m	M	6,840	0.79	Q	17.0
1991H SINEEL	101,800	1,700	m	e	5,130	0.92	Q	17.0	123,400	5,400	m	m	5,130	1.05	£.	17.0
IZIH SIMEI	108,800	2,000	m	3	5,150	0.97	ы	16.5	136,000	000,9	60	m	5,150	1.17	£s.	16.5
YOIH SIME!	130,400	6,200	m	#	6,910	0.90	Q	15.8	152,800	006'9	E	at .	6,910	1.00	ស	15.8
THE STREET	119,800	2,700	m	Ħ	7,020	0.81	Q	14.0	142,800	004'9	m	**	7,020	0.91	Q	14.0
INITIALITY 29 (5.D.)	103,000	1,900	m	m	5,310	0.92	Q	13.0	122,400	5,500	m	m	5,310	1.0	ß.	13.0
CENTRAL TRU-STATE																
JOLIET ROAD	161,300	7,200	m	Ħ	7,130	1.01	យ	12.2	185,600	7,800	E	R	7,130	1.09	Şt.	12.2
CEDEN AVENUE	163,900	7,300	m	AT.	7,160	1.8	M	11.8	190,200	8,000	m	AT .	7,160	1.12	(L)	11.8
EASI-REST CURRECTOR	127,700	5,800	E	Ø	7,160	0.81	Q	11.8	145,400	6,200	m	獻	7,160	0.87	Q	11.8
COPPUR HAND	134,700	2,900	E	Ħ	7,020	0.84	Q	13.9	154,400	6,400	m	æ	7,020	0.91	Q	13.9
PAST LEST TRIVING	126,500	2,700	E	ET.	7,020	0.81	Q	13.9	143,400	6,100	m	**	7,020	0.87	Q	13.9
AIRDONALD GOT ARROLD	138,600 138,600	6,300 NB 6,300 SB	m #r	1 0 10	8,930	0.71	ပပ	12.0	157,900	6,800 NB 6,800 SB	m er	10 10	8,930	0.7 5.T.	υυ	12.0
III Thrus Bring 6h	155,200	6,800	e	æ.	7,320	0.93	ပ	9.3	181,800	8,000	m	at	7,320	1.09	Q	9.3
Olimbe profes	188,000	8,500	E	H	7,350	1.16	Q	8.8	215,200	9,500	m	R	7,350	1.29	M	8.8
O'METO CULTURE						•										



0.65 D 8.8 122,000 5,400 0.64 D 8.3 166,200 6,900 38 0.62 C 8.3 118,600 5,000 0.72 C 8.3 178,800 7,300 NB 0.77 D 7.9 154,000 6,600 0.81 D 9.0 126,000 7,200 0.90 D 12.5 142,600 6,100 0.70 C 11.5 142,600 6,100 0.90 D 12.5 104,800 3,500 0.55 C 14.0 80,200 3,500 0.59 C 15.0 85,800 3,800 0.43 B 17.0 60,600 2,400 0.39 B 5.2 117,900 5,400	D 8.8 122,000 5,400 3 D 8.8 166,200 6,900 NB 3 C 8.3 176,200 6,900 NB 3 C 8.3 178,600 5,000 3 C 7.9 178,600 7,500 NB 4 D 7.9 176,600 6,600 3 D 7.9 174,000 6,600 3 D 8.0 113,800 5,100 3 C 8.5 124,600 6,600 3 C 11.5 126,200 5,400 3 C 11.5 126,800 5,400 3 C 11.8 136,800 6,100 3 C 12.5 117,600 5,400 3 C 13.0 80,200 5,400 3 C 14.0 80,200 3,500 3 C 15.0 60,600 2,700 3 B 17.0 54,000 2,400 3	D 8.8 122,000 5,400 D 8.3 166,200 6,900 88 C 8.3 116,600 5,000 88 C 8.3 118,600 5,000 88 C 7.9 178,800 7,500 88 D 7.9 178,800 5,100 88 D 10.5 128,800 5,800 17,200 C 11.5 128,800 5,100 17,200 D 10.5 136,800 6,200 17,200 C 11.5 128,800 6,300 17,00 D 12.0 136,800 6,300 17,00 C 14.0 136,800 6,100 17,00 C 14.0 80,200 5,400 C 14.0 80,200 3,500 C 15.0 85,800 3,800 B 17.0 54,000 2,400
6, 90 6,	5,400 5,900 RB 6,900 SB 7,300 RB 7,500 SB 8,400 8,500 SB	5,400 5,400 6,900 SB
		羅 医丘耳 医白 新 用 新 用 用 用 用 用 用 用 用 用 用 用 用 用 用 用 用



1, 2, 2, 2, 3, 3, 3, 4, 4, 4, 4, 5, 6, 6, 7, 2, 3, 3, 3, 4, 5, 6, 6, 7, 2, 3, 3, 3, 4, 7, 1, 6, 7, 2, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3,	<u> </u>	153. Bm	e, am	"	.00	7. 1770	8	و	7.1	150.6M	7.000	r	A	7.470	8	0	7
13.1.30 5,800 3 1 1,410 0,78 0 13,200 6,800 3 4 1,410 0,78 0 13,200 6,800 3 4 1,410 0,78 0 6,900 3,800 3,800 0 <td></td> <td>900</td> <td>000'9</td> <td>) (m</td> <td>. AT</td> <td>7.480</td> <td>0.80</td> <td>, _U</td> <td>7.0</td> <td>140,800</td> <td>6,200</td> <td>ı m</td> <td>R</td> <td>7,480</td> <td>0.83</td> <td>υ</td> <td>~</td>		900	000'9) (m	. AT	7.480	0.80	, _U	7.0	140,800	6,200	ı m	R	7,480	0.83	υ	~
4,300 3 1,500 3,500 0,500 3,600 3 4,730 0,60 0 4,600 0 3 4,730 0,60 0	121	300	5,800	m	#	7,410	0.78	υ	7.9	137,200	6,400	· •	at .	7,410	0.86	U	7
94,500 2,700 <t< td=""><td>88</td><td>2,500</td><td>4,300</td><td>8</td><td>#</td><td>7,390</td><td>0.58</td><td>υ</td><td>8.3</td><td>97,900</td><td>4,600</td><td>m</td><td>RT.</td><td>7,390</td><td>0.62</td><td>ပ</td><td>8.3</td></t<>	88	2,500	4,300	8	#	7,390	0.58	υ	8.3	97,900	4,600	m	RT.	7,390	0.62	ပ	8.3
0,0,000 3,300 2 3,5410 0.59 C 11,0 66,500 3,600 2 3,5410 0.70 C 13,0 13,0 13,0 13,0 13,0 13,0 13,0 13,0 13,0 2 2 3,540 0.70 0.70 13,0 2 2 3,540 0.70 0.70 13,0 2 2 3,540 0.70 0.70 13,0 2 2 3,540 0.70 0.70 13,0 2 2 3,400 0.70 0.70 2 2 3,400 0.70 0.70 2 2 3,400 0.70 0.70 2 2 3,400 0.70 1,700 2,700 2 2 3,400 0.70 1,700 2,700 2,700 2 2 3,400 0.70 1,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 2,700 <td></td> <td>3,500</td> <td>2,700</td> <td>2</td> <td>ю</td> <td>5,450</td> <td>0.50</td> <td>B</td> <td>10.0</td> <td>006,69</td> <td>3,200</td> <td>2</td> <td>e</td> <td>5,450</td> <td>0.59</td> <td>U</td> <td>10.0</td>		3,500	2,700	2	ю	5,450	0.50	B	10.0	006,69	3,200	2	e	5,450	0.59	U	10.0
60,600 2,700 2 3,900 0.16 0 13.0 13.60 2,500 2 2,3400 0.99 E 13,100 2,100 2 2,3400 0.61 0 17.0 55,000 2,600 2 2,3400 0.99 E 14,100 2,200 2 3,400 0.65 0 17.5 51,000 2,100 2 2,3400 0.79 0		000,	3,200	2	ю	5,410	0.59	υ	11.0	96,900	3,800	2	m	5,410	0.70	U	11.0
43,100 2,100 2 3,400 0.61 0 17.5 55,700 2,600 2 2,3400 0.76 0 17.5 55,700 2,700 2,700 2,700 2,700 0.77 0 </td <td></td> <td>0091</td> <td>2,700</td> <td>2</td> <td>2</td> <td>3,540</td> <td>0.76</td> <td>Q</td> <td>13.0</td> <td>73,600</td> <td>3,200</td> <td>2</td> <td>~</td> <td>3,540</td> <td>06.0</td> <td>M</td> <td>13.0</td>		0091	2,700	2	2	3,540	0.76	Q	13.0	73,600	3,200	2	~	3,540	06.0	M	13.0
55,300 1,800 2,200 2,200 2,200 2,200 2,340 0.65 C 17.5 51,000 2,100 2 3,400 0.79 D 55,300 1,800 2 2,376 0.53 B 18.0 484,600 2,100 2 2,3790 0.77 C 35,300 1,800 2 2,376 0.54 B 19.0 50,400 2,100 2 2,3790 0.77 C 35,800 1,600 2 2,376 0.54 B 19.0 50,400 2,100 2 2,3790 0.77 C 25.5 51,700 2,200 2 3,390 0.77 C 25.5 51,700 2,200 2 2,3790 0.77 C 25.5 51,700 2,200 2 2,3790 0.78 C 25.5 51,700 2,300 2 2 3,190 0.77 C 25.5 51,700 2,300 2 2 3,190 0.		3,100	2,100	2	2	3,420	0.61	υ	17.0	55,700	2,600	N	~	3,420	0.76	Q	17.0
56,300 1,800 2 2 3,390 0,53 B 18,0 44,600 2,100 2 2 3,390 0,62 C 32,800 1,800 2 2 3,390 0,53 B 19,0 59,400 2,100 2 2 3,390 0,77 C 42,800 1,600 2 2 3,490 0,48 B 20,0 4,600 2 2 3,490 0,77 C 2 3,490 0,78 C 25,5 59,200 2,800 2 2 3,490 0,78 C 25,5 51,200 2,800 2 2 3,490 0,78 C 25,5 51,200 2,300 2 2 3,490 0,78 C 25,5 47,800 2,300 2 2 3,490 0,78 C 25,5 47,800 2,300 2 2 3,490 0,78 C 25,5 47,800 2,300 2 2 3,49	14	004	2,200	2	2	3,400	0.65	ပ	17.5	51,000	2,700	2	2	3,400	0.79	Q	17.5
55,300 1,800 2 2,3750 0.53 B 18.0 44,600 2,100 2 2,3750 0.47 C 25,300 1,800 2 2,3750 0.53 B 19.0 50,400 2,400 2 2,3750 0.71 C 25,800 1,600 2 2,3750 0.48 B 20.0 45,600 2,370 2,800 2 2,3790 0.78 C 25,5 51,200 2,800 2 2 3,190 0.78 C 25,5 51,200 2,800 0.78 C 25,5 41,800 2,300 2,800 0.78 C 25,5 41,800 2 2 3,190 0.78 C 25,5 31,900 0.78 C 25																	
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92,800 1,600 2 2 3,330 0.48 B 20.0 45,600 2,200 2 2,3190 0.66 C 25.5 59,200 2,200 2 3,190 0.66 C 25.5 51,200 2,200 2 3,190 0.78 C 25.5 51,200 2,500 2 3,190 0.78 C 25.5 51,200 2,500 2 3,190 0.78 C 25.5 51,200 2,500 2 3,190 0.78 C 2 3,190 2 3,190 0.78 C 25.5 17,200 2,500 2 3,190 0.78 C 2 3,190 2 3,190 0.78 C 2 3,190 2 3,190 0.78 C 2 3,190 2 3,190 0.78 C	**	2,300	1,800	2	2	3,360	0.54	E	19.0	50,400	2,400	2	8	3,360	0.71	D	19.0
42,000 2,100 2 3,190 0.66 C 55.5 51,200 2,800 2 2,190 0.786 0 55.5 51,200 2,800 2 2,190 0.786 0 6 7 55.5 51,200 2,500 2 3,190 0.786 0 6 7 55.5 47,800 2,530 2 3,190 0.786 0 7 7 3,190 0.786 0 7 7 3,190 0 7 2 3,190 2 2 3,190 2 2 3,190 2 2 3,190 2 2 3,190 2 2 3,190 2 2 3,190 2 2 3,190 2 3 4 3 3 4<		9,800	1,600	2	2	3,330	0.48	2	20.0	45,600	2,200	2	2	3,330	99.0	υ	20.0
36,800 1,800 2 2 3,190 0,556 C 25.5 51,200 2,500 2 2 3,190 0,776 0 7		000*	2,100	2	2	3,190	99.0	υ	25.5	58,200	2,800	2	8	3,190	0.88	Q	35.5
34,400 1,700 2 2,190 0.53 B 25.5 47,800 2,300 2,300 0.772 C 7		,800	1,800	2	2	3,190	0.56	υ	25.5	51,200	2,500	2	2	3,190	0.78	Q	25.5
81,900 4,200 3 5,690 0.774 C 5.5 82,900 4,100 3 5,690 0.772 C 88,300 4,800 3 5,690 0.773 C 5.5 97,100 4,600 3 5,690 0.81 C 90,800 4,700 0.83 C 5.5 100,900 4,800 3 5,690 0.81 C 131,100 6,700 3 4 7,580 0.83 C 5.5 150,600 3 4 7,580 0.81 D 5.5 150,600 7,400 3 4 7,580 0.81 D 5.5 150,600 7,400 3 4 7,580 0.98 D 5.5 150,600 7,400 3 4 7,580 0.99 D 5.5 150,600 7,400 3 4 7,590 0.99 D 5.5 150,600 7,400 3 4 7,590 0.99 D 5.5		1,400	1,700	~	2	3,190	0.53	B	3.5	47,800	2,300	2	8	3,190	0.72	D	25.5
81,900 8,200 3 5,690 0.774 C 5.5 E2,900 8,100 3 5,690 0.772 C 90,800 8,300 3 5,690 0.779 C 5.5 97,100 8,600 3 5,690 0.781 C 90,800 8,700 0.83 C 5.5 100,900 4,800 3 5,690 0.81 C 131,100 6,700 3 4 7,590 0.83 D 5.5 153,600 7,800 3 4 7,590 0.99 D 5.5 150,600 7,800 0.99 D 5.5 150,600 3 4 7,590 0.99 D 5.5 150,600 7,800 0.99 D 5.5 150,600 7,800 0.99 D 5.5 150,600 3 4 7,590 0.99 D 5.5 150,600 3 4 7,590 0.91 D 5.5 150,600 3																	
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90,800 4,700 3 5,690 0.83 C 5.5 100,900 4,800 3 5,690 0.84 D 131,100 6,700 3 4 7,580 0.86 D 5.5 150,600 7,800 3 4 7,580 0.99 D 5.5 154,600 7,800 3 4 7,580 0.99 E 7,800 7,800 8 7,580 0.99 E 7,800 6,600 3 4 7,580 0.99 E 7,800 6,600 3 4 7,580 0.87 D 7,590 6,600 3 4 7,580 0.87 D 7,590 6,600 3 4 7,590 0.87 D 7,590 6,600 3 4 7,590 0.87 D 0.87 D 0.87 D 0.87 D		3,300	4,500	m	3	2,690	0.79	D	5.5	97,100	4,600	m	ec	2,690	0.81	υ	ΤŲ
131,100 6,700 3 4 7,590 0.88 D 5.5 150,600 7,200 3 4 7,580 0.99 D 132,300 6,800 3 4 7,580 0.90 D 5.5 154,600 7,800 3 4 7,580 0.99 E 119,400 6,100 3 4 7,590 0.80 C 5.5 137,200 6,600 3 4 7,590 0.87 D 119,400 6,100 3 4 7,590 0.81 D 6.0 136,000 6,900 3 4 7,590 0.87 D 109,800 5,600 3 4 7,590 0.74 C 6.0 142,200 7,000 3 4 7,590 0.93 D		008*	4,700	m	m	2,690	0.83	ບ	5.5	100,900	4,800	m	m	2,690	0.84	Q	5.5
132,300 6,800 3 4 7,580 0.90 D 5.5 154,600 7,400 3 4 7,580 0.98 E 119,400 6,100 3 4 7,590 0.81 D 6.0 138,000 6,900 3 4 7,590 0.91 D 109,800 5,600 3 4 7,550 0.71 C 6.0 142,200 7,000 3 4 7,550 0.93 D		001,1	6,700	m	M	7,580	0.88	Q	5.5	150,600	7,200	E	*	7,580	0.95	Q	5
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118,000 6,100 3 4 7,550 0.81 D 6.0 138,000 6,900 3 4 7,550 0.91 D		004,	6,100	m	#	7,580	0.80	υ	5.5	137,200	6,600	m	M	7,580	0.87	Q	20
109,800 5,600 3 N 7,550 0.74 C 6.0 142,200 7,000 3 N 7,550 0.93 D	118	000,	6,100	m	Ħ	7,550	0.81	Q	6.0	138,000	006'9	m	M	7,530	0.91	Q	6.0
		008,	2,600	m	R	7,550	0.74	υ	0.9	142,200	7,000	m	*	7,550	0.93	A	6.0

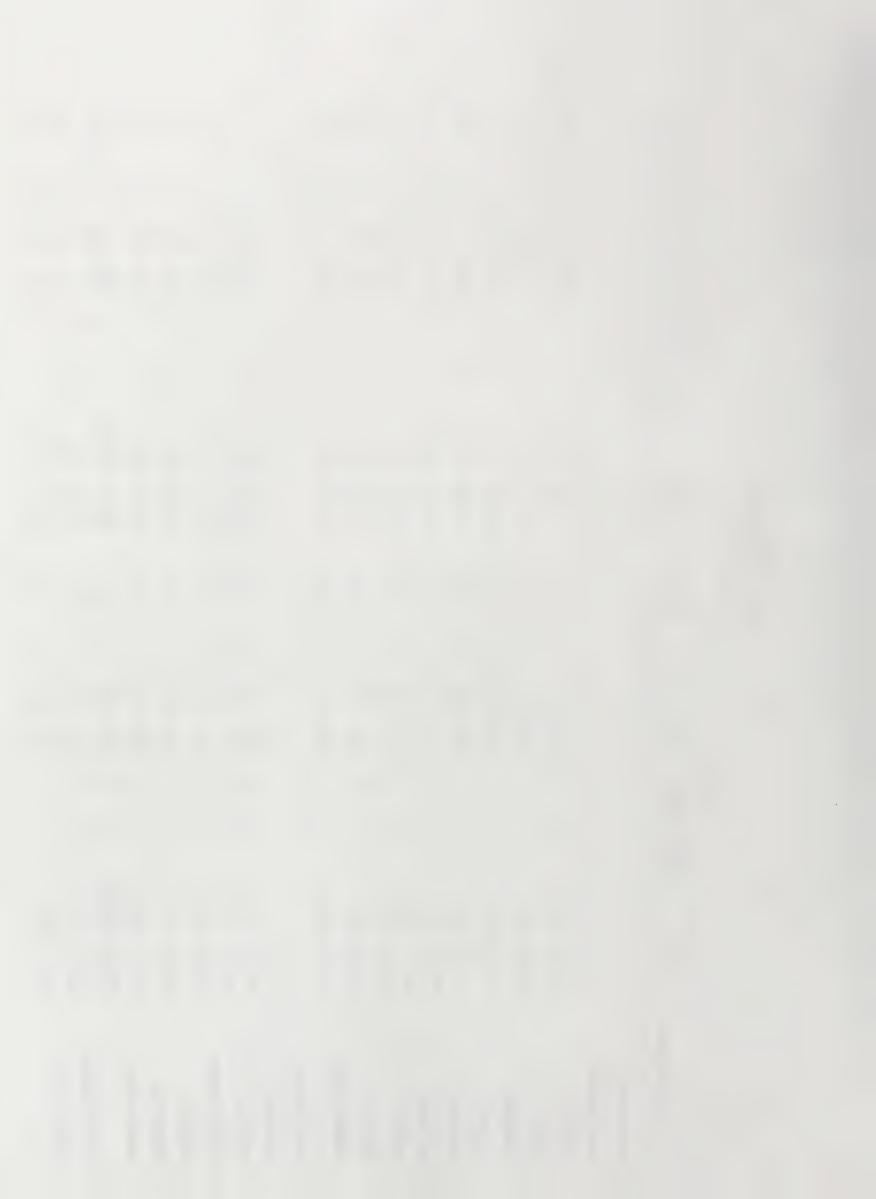


	4 7,440 0.77 3 5,550 0.69 2 3,670 0.71 2 3,660 0.94 2 3,730 0.21 2 3,730 0.21 2 3,730 0.21 2 3,730 0.24 2 3,730 0.24 2 3,730 0.24 2 3,290 0.24 2 3,290 0.24 2 3,540 0.47 3 5,450 0.20 3 5,450 0.51 3 5,470 0.51	111,000 5,700 3		73,200 3,800 3	49,800 2,600 2	39,600 1,900 2	32,400 1,600 2	30,200 1,400 2	18,000 800 2	20,800 1,000 2	17,800 800 2	15,600 700 2	16,400 800 2	15,800 800 2	16,000 800 2	81,300 6,300 2	5,800 1,700 2	32,400 1,100 2	66,200 2,800 2
		7.5	8.0	8.5	0.6	9.3	9.3	7.3	7.3	7.0	6.5	6.1	21.7	21.7	21.7	10.3	10.0	10.0	7.6
C 7.5 C 8.0 C 8.5 C 9.0 B 9.3 B 7.3 A 7.3 A 21.7 A 21.7 A 10.3 A 10.0	6.5 6.5 6.5 6.5 7.13 10.0 10.0	129,400	110,600	94,200	67,400	57,200	43,600	38,800	21,800	27,400	19,600	17,000	18,600	17,800	18,600	93,200	41,000	37,000	70,600
7.55 8.0 9.0 9.3 7.3 6.5 6.5 10.3 10.0		6,400	5,500	4,700	3,300	2,700	2,000	1,700	1,000	1,300	006	800	006	006	006	7,300	2,000	1,300	3,000
6.5 17,600 5,800 110,600 5,90,200 11,900 5,90,200 11,900 5,90,3 11,900 1	110,600 5 94,200 4 67,400 3 13,600 2 13,600 1 17,000 1 11,800 1 11,000 2 37,000 3	m	m	m	~	8	~	~	2	2	2	2	2	2	2	2	2	2	2
7.5 129,400 6,400 8.0 110,600 5,500 8.5 94,200 4,700 9.0 67,400 3,300 9.3 57,200 2,700 9.3 43,600 2,000 7.3 36,800 1,700 7.3 36,800 1,700 7.3 21,800 1,000 21.7 18,600 900 21.7 18,600 900 10.3 93,200 7,300 10.0 41,000 2,000 10.0 37,000 3,000	129, No 6, No 110, 600 5, 500 94, 200 4, 700 67, No 3, 300 57, 200 2, 000 13, 600 2, 000 17, 000 19, 600 900 17, 800 900 18, 600 900 18, 600 900 18, 600 2, 000 18, 600 2, 000 37, 000 1, 300 70, 600 3, 000 170, 600 3, 000	. T	ы Б	3	2	2	2 3	2	ς (γ	8	2	2 3	2	2	6	m En	2	ы Б	3
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7.5 129,400 6,400 3 4 7,440 8.0 110,600 5,500 3 3,550 3 5,530 9.0 67,400 3,700 2 2 3,500 2 3,500 9.3 57,200 2,700 2 2 3,500 2 3,500 7.3 83,800 1,700 2 2 3,560 2 3,560 7.0 27,400 1,300 2 2 3,560 2 3,730 6.1 17,000 900 2 2 3,730 21.7 14,600 900 2 2 3,730 21.7 14,600 900 2 2 3,730 21.7 14,600 900 2 2 3,290 21.7 18,600 900 2 2 3,290 21.7 18,600 900 2 2 3,290 21.7 18,600 900 2 2 3,290 10.3 2 3 3,290 <	129,400 6,400 3 4 7,440 110,600 5,500 3 5,550 3 5,550 94,200 4,700 3 3 5,550 3,670 67,400 3,300 2 2 3,670 57,200 2,700 2 2 3,660 43,600 2,000 2 2 3,660 19,600 900 2 2 3,700 17,000 800 2 2 3,700 17,800 900 2 2 3,290 18,600 900 2 2 3,290 18,600 900 2 2 3,290 18,600 900 2 2 3,290 18,600 900 2 2 3,290 18,600 900 2 2 3,290 18,600 900 2 2 3,290 18,600 1,300 2 2 3,6	0 9	8 2	2	0	ت ت	2	B	7 A	¥	¥	٧ .	V 1:	4 L	V 1	4	3. A	¥	A A
7.5 129,400 6,400 3 4 7,440 0.86 8.0 110,600 5,500 3 5,550 0.99 8.5 94,200 4,700 3 3 5,590 0.99 9.0 67,400 3,300 2 2 3,670 0.90 9.3 57,200 2,700 2 2 3,670 0.90 9.3 13,600 2,000 2 2 3,670 0.90 7.0 27,200 2,000 2 2 3,670 0.90 7.1 36,600 1,700 2 2 3,670 0.90 7.1 21,7 10,000 2 2 3,670 0.90 8.1 10,000 900 2 2 3,700 0.27 21.7 11,000 900 2 2 3,700 0.24 21.7 18,600 900 2 2 3,700 0.27 21.7 18,600 900 2 2 3,20 0.27 10.3	123,400 6,400 3 4 7,440 0.86 110,600 5,500 3 3,550 0.99 94,200 4,700 3 3 5,530 0.85 67,400 3,300 2 2 3,670 0.95 57,200 2,700 2 2 3,670 0.75 13,600 2,000 2 2 3,730 0.75 27,400 1,700 2 2 3,730 0.75 17,600 900 2 2 3,730 0.26 17,800 900 2 2 3,730 0.27 17,800 900 2 2 3,730 0.27 18,600 900 2 2 3,730 0.27 18,600 900 2 2 3,290 0.27 18,600 900 2 2 3,290 0.27 18,600 900 2 2 3,540 0.25																		

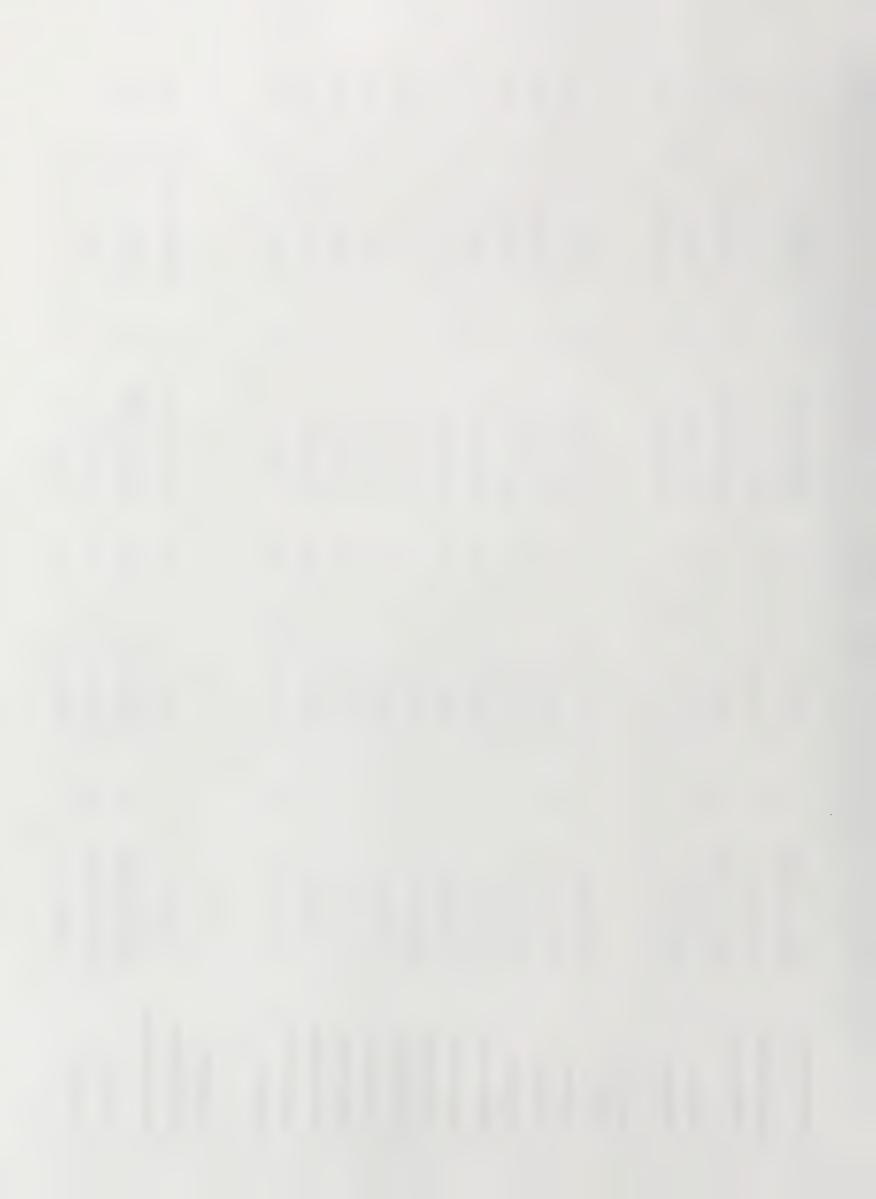


Table B
HODIFIED WINGNING PROCEAM
Scenario 2
Without O'Here Bypess

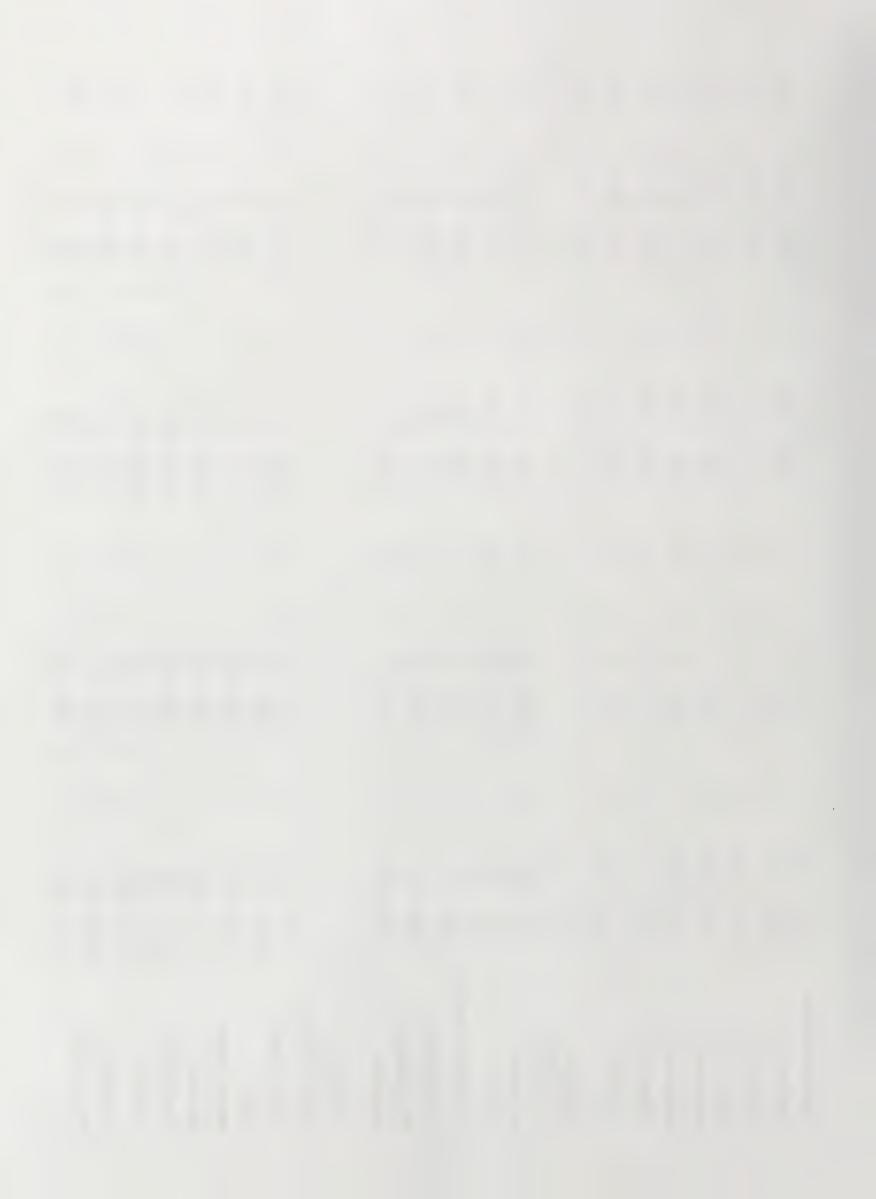
				YEAR 2000	8							YEAR 2010	10			
TOLL ROAD and SECHENT	TWO-WAY ADT	DHV	EXISTING	PROPOSED	DIR. CAP.	av.	597	PERCENT	TWO-WAY ADT	DHV	ECUSTUNC	PROPOSED	DIR.	ave.	89	PERCENT
SOUTH TRE-STATE																
CALLMET EXPRESSIAT	122,600	5,700	m	য়	6,840	0.83	Q	17.0	143,000	6,300	m	Ħ	6,840	0.9	Q	17.0
HUSTED ST.	117,400	5,400	m	AT.	6,840	0.79	Q	17.0	138,000	6,100	æ	M	6,840	0.89	A	17.0
MOUD SIT.	120,800	2,600	m	AT.	6,840	0.82	Q	17.0	143,200	6,300	m	R	6,840	8.0	Q	17.0
DIXIE HIGHWAY	124,200	5,800	m	æ	6,840	0.85	Q	17.0	148,400	6,500	e	Ħ	6,840	0.95	M	17.0
IMPASIATE 80	009'86	4,600	m	M	6,840	19.0	ပ	17.0	119,800	5,300	æ	at .	6,840	0.77	A	17.0
159TH STREET	100,800	4,700	m	3	5,130	0.9	Q	17.0	121,400	5,300	m	m	5,130	1.03	ĈL,	17.0
IZ/TH STREET	107,800	2,000	m	m	5,150	0.97	m	16.5	134,000	5,900	m	m	5,150	1.15	ů.	16.5
95TH STHEET	129,400	6,200	m	æ	6,910	0.90	A	15.8	150,800	6,800	æ	#	6,910	96.0	M	15.8
ryth sheet	118,800	5,700	m	at	7,020	0.81	Q	14.0	140,800	6,400	က	~	7,020	0.91	Q	14.0
INIERSIAIE 75 (E.B.)	102,000	4,900	m	m	5,310	0.92	Q	13.0	120,400	5,400	m	m	5,310	1.02	<u>DL</u>	13.0
CENTRAL TRE-STATE																
JOLIET ROAD	157,600	7,000	m	म	7,130	96.0	M	12.2	181,400	7,600	m	R	7,130	1.07	(a _c	12.2
COLEN AVENUE	159,200	7,100	m	AT .	7,160	0.99	ы	11.8	185,000	7,800	m	æ	7,160	1.09	þ.	11.8
EXITED CONTROLLER	122,600	2,500	m	æ	7,160	0.77	Q	11.8	139,600	6,000	60	æ	7,160	0.84	Q	11.8
COLUMN HOND	129,600	5,700	m	æ	7,020	0.81	Q	13.9	148,600	6,200	m	R	7,020	0.88	Q	13.9
SVELL HOND	121,400	2,500	m	at	7,020	0.78	Q	13.9	137,600	2,900	m	*	7,020	0.8	Q	13.9
	131,000	6,000 NB	m æ	rv rv	8,930	0.67	ပပ	12.0	149,000	6,400 NB 6,400 SB	m æ m æ	6 10	8,730	0.72 0.73	ပပ	13.9
ETSDATOLER EXPRESSIAY	123,000	5,400	m	*	7,320	0.74	ပ	9.3	142,400	6,200	m	A	7,320	0.85	9	9.3
HARAIS ROTE OF	141,800	6,400	m	*	7,350	0.87	a	8.8	162,600	7,200	m	æ	7,330	0.98	84	8.8



0.78 D 8.3 200,800 8,400 MB 0.68 C 8.3 139,500 5,900 0.772 C 8.3 181,000 7,300 MB 0.773 C 7.9 181,000 7,300 MB 0.780 D 7.9 181,000 7,300 MB 0.80 D 7.9 181,000 7,300 MB 0.80 D 7.9 181,000 7,300 MB 0.80 D 7.9 181,000 7,200 MB 0.81 D 9.0 131,800 5,300 0.70 C 8.5 133,800 6,400 0.71 C 11.5 143,600 6,100 0.70 C 11.8 136,800 6,100 0.70 C 11.8 136,800 6,100 0.70 C 11.8 136,800 6,100 0.70 C 13.5 104,800 3,500 0.59 C 13.5	D 8.3 202,800 C 8.3 139,500 C 7.9 181,000 D 7.9 157,200 D 9.0 131,800 D 9.0 131,800 C 11.5 143,600 C 11.5 143,600 C 11.8 136,800 C 14.0 136,800 C 14.0 136,800 C 14.0 80,200 C 15.0 65,800 B 17.0 54,000 B 17.0 54,000	D 8.3 202,800 8,400 MB 3 5 C 8.3 139,500 5,900 3 4 C 8.3 181,000 7,300 MB 4 5 C 7.9 181,000 7,500 MB 4 5 D 7.9 181,000 7,500 MB 4 5 D 7.9 181,000 7,500 MB 4 5 D 7.9 191,800 5,300 3 4 D 9.0 117,800 5,300 3 4 D 9.0 131,800 5,400 3 4 D 10.5 147,600 5,400 3 4 D 12.0 133,800 6,400 3 8 D 12.5 147,600 5,400 3 3 3 C 14.0 80,200 5,400 3 3 3 C 14.0 80,200 3,500	D 8.3 200,800 8,400 MB 3 5 9,230 C 8.3 139,500 5,900 3 4 7,300 C 8.3 181,000 7,500 MB 3 4 7,300 D 7.9 181,000 7,500 MB 3 4 7,410 D 7.9 181,000 5,300 3 4 7,410 D 8.0 117,200 6,400 3 4 7,410 D 9.0 131,800 5,900 3 4 7,240 C 11.5 143,600 6,400 3 4 7,240 D 9.0 134,800 6,400 3 4 7,240 C 11.8 143,600 6,100 3 4 7,240 D 12.0 139,800 6,100 3 3 5,30 C 13.5 104,800 4,600 3 3 5,30	D 8.3 202,800 8,400 NB 3 5 C 8.3 139,500 5,900 3 4 5 C 8.3 181,000 7,300 NB 4 5 6 C 7.9 181,000 7,500 NB 4 5 6 D 7.9 181,000 7,500 NB 4 5 6 7 7 8 7 8 9
282,800 282,800 139,500 157,200 143,600 143,600 143,600 164,800 60,600 60,600	202,800 8,400 NB 202,800 8,400 SB 139,500 5,900 181,000 7,500 NB 157,200 6,700 131,800 5,900 167,200 7,200 143,600 6,100 138,800 6,100 117,600 5,400 104,800 4,600 85,800 3,800 60,600 2,400	202,800 8,400 MB 3 4 5 5 139,500 5,900 3 4 4 5 5 181,000 7,500 MB 3 5 5 117,200 6,700 3 3 4 1 136,800 6,400 5,300 3 3 1 143,600 6,100 3 3 1 147,600 5,400 3 3 3 1 147,600 5,400 3 3 3 1 164,800 4,600 3 3 3 3 60,600 2,700 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 3 5 60,600 2,400 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	202,800 8,400 MB 3 8 9,230 139,500 5,900 3 4 7,390 181,000 7,500 MB 4 7,390 181,000 7,500 MB 4 7,410 157,200 6,700 3 4 7,410 136,800 6,400 3 4 7,410 136,800 6,400 3 4 7,240 143,600 6,100 3 4 7,400 136,800 6,100 3 8 7,400 143,600 6,100 3 8 7,400 143,600 6,100 3 8 7,400 147,600 5,400 3 3 5,300 104,800 4,600 3 3 5,300 80,200 3,500 3 3 5,300 85,800 3,800 3 5,130 54,000 3 3 5,130 54,000 3 3 5,130 54,000 3 3 5,130 5	202,800 8,400 kg 3 4 5 9,230 0,991 139,500 5,900 3 4 7,390 0,991 181,000 7,300 kg 3 4 7,390 0,802 181,000 7,500 kg 3 4 7,390 0,802 187,200 6,700 3 4 7,410 0,902 117,800 5,300 3 5,500 0,995 131,800 5,900 3 3 5,500 1,07 143,600 6,100 3 4 7,170 0,895 143,600 6,100 3 4 7,170 0,895 147,600 6,100 3 3 5,200 1,07 147,600 6,100 3 3 5,300 1,01 147,600 6,100 3 3 5,300 1,01 147,600 6,100 3 3 5,300 1,01 148,800 6,100 3 3 5,300 0,87 86,800 3,800 3 3
•	6, 100 6, 100 7, 500 8, 100 6, 100 6, 100 7, 500 8, 100 6, 100 6, 100 7, 500 8, 100 8, 100	6,400 NB 3	6,400 NB 3 6,920 6,400 SB 1 7,300 6,400 SB 3 6,270 6,400 3 1 7,410 6,400 3 1 7,410 6,400 3 1 7,410 6,400 3 1 7,200 6,100 3 1 7,100 6,300 3 1 7,100 6,100 3 1 7,100 6,100 3 1 5,200 3,500 3 3 5,200 3,600 3 3 5,130 2,400 3 3 5,130 2,400 3 3 5,130	8,400 SB 3 8 9,230 0.91 7,300 NB 3 4 7,390 0.80 7,300 NB 4 7,390 0.073 6,700 3 4 7,410 0.90 5,300 3 4 7,410 0.90 6,400 3 4 7,410 0.97 6,400 3 4 7,740 0.97 6,400 3 4 7,740 0.97 6,100 3 4 7,740 0.97 6,100 3 4 7,740 0.98 6,100 3 3 5,500 1.14 5,400 3 4 7,740 0.98 6,100 3 3 5,300 1.14 5,400 3 3 5,300 1.14 5,400 3 3 5,200 0.87 2,700 3 3 5,200 0.73 2,400 3 3 5,200 0.73 2,400 3 3 5,130
	m = m = m = m = m = m = m = m = m = m =		9,230 5,9,230 5,9,230 7,410 3,5,500 3,500	5 9,230 0.91 8 7,390 0.90 5 9,230 0.82 8 7,410 0.92 3 5,500 1.07 8 7,170 0.85 8 7,160 0.88 3 5,200 1.14 3 5,20 0.67 3 5,20 0.87 3 5,20 0.87 3 5,20 0.87 3 5,20 0.87



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12,500 5,400 3 4 7,410 0,73 C 1,29 157,500 5,900 3 4 7,440 0,45 C 1,29 1,	MTE 200	me, su	4,900	7)	3	, #00 1	00.0	ن	0.1	113,400	m'c	n	*	, 1	10.0	د	2
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		112,500	5,400	En .	শ্ৰ	7,410	0.73	O	7.9	127,200	2,900	m	A	7,410	0.80	υ	7.
Colore C	MORU	93,100	4,600	m	स	7,390	0.62	ల	8.3	105,400	4,900	m	at .	7,390	99.0	υ	80
This continue conti	TON HOND	62,100	2,900	~	m	5,450	0.53	E	10.0	74,200	3,300	8	6	5,450	0.61	υ	10.0
64,900 6,900 6,200 6,000	S HOUSE 59	73,100	3,300	~	m	5,410	0.61	υ	11.0	90,800	4,000	8	m	5,410	0.74	ပ	11.0
46,700 2,200 2,200 2 3,400 0,640 0,640 2,600 2 2,340 0,68 0 41,500 2,200 2,200 2 3,400 0,68 0 115 53,000 2,400 2 2 3,400 0,68 0 41,500 1,800 2 2 3,400 0,68 0 115 13,00 2,400 2 2 3,400 0 0 0 0 13,00 2,400 2 2 3,400 0 0 0 0 0 13,00 0,400 2,400 2 2 3,400 0	S ROUTE 23	63,900	2,900	2	2	3,540	0.82	Q	13.0	77,600	3,400	2	2	3,540	96.0	E	13.
Table 1, 500 2, 200 2 2 3, 400 0, 65 0 17.5 53,00 2, 900 2 2 0 3, 400 0, 62 0 17.5 53,00 2, 900 2 2 3, 400 0, 65 0 17.5 53,00 2, 900 2 3, 400 0, 65 0 17.5 53,00 2, 900 2 3, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 400 0, 65 0 17.5 53, 40 0, 65 0 17.5 5	S HOUSE 31	16,700	2,200	2	2	3,420	0.6	ပ	17.0	60,400	2,800	2	2	3,420	0.8	Q	17.0
35,300 1,800 2 2,3,300 0.53 B 18.0 44,600 2,100 2 2 3,390 0.662 C 35,300 1,800 2 2,3,300 0.53 B 19.0 50,400 2,20 3,430 0.662 C 25.5 59,400 2,400 2,20 2,300 0.77 C 25.5 59,400 2,500 2,700 2,700 2,700 2,700 2,700 2,700 0.77 C 25.5 59,400 2,700 <		41,500	2,200	2	2	3,400	0.65	ပ	17.5	53,000	2,800	2	2	3,400	0.82	Q	17.5
55,300 1,800 2 2,3390 0.53 B 18,0 94,600 2,100 2 2,3390 0.642 C 56,300 1,800 2 3,350 0.53 B 19,0 50,400 2,400 2 2,350 0.71 C 36,300 1,800 2 2,349 0.63 C 55.5 59,200 2,200 2 3,390 0.71 C 36,800 1,800 2 2,349 0.66 C 55.5 51,200 2,200 2 3,390 0.71 C 36,800 1,700 2 2,400 2,500 1,700 2 2,349 0.75 1,700 2,200 2 3,190 0.76 2 3,190 2,200 2 3,190 0.76 2 3,190 2,200 2 3,190 0.76 2 3,190 2 3,190 0.76 2 3,190 0.76 2 3,190 0.76 2	ST WEST																
35,300 1,600 2 2 3,350 0.48 B 19.0 50,400 2,400 2 3,350 0.78 B 19.0 50,400 2,400 2 2 3,350 0.77 C 35,800 1,600 2 2 3,330 0.48 B 20.0 45,600 2,200 2 3,350 0.78 C 25,50 5,900 2 2 3,350 0.78 C 25,50 5,900 2 2 3,350 0.78 C 25,50 5,900 2,900 2 2 3,350 0.78 C 25,50 5,900 2,300 2 2 3,390 0.78 C 25,50 47,800 0.78 C	S ROUTE 47	35,300	1,800	~	2	3,390	0.53	Ø	18.0	神,600	2,100	~	8	3,390	. 29.0	υ	18.
TY-100 1,600 2,100 2 2,339 0.46 8 20.0 45,600 2,200 2 2 3,390 0.66 C 25.5 59,000 2 2,000 2 2 3,190 0.66 C 25.5 59,000 2 2,000 2 2,190 0.66 C 25.5 59,000 2 2,000 2 2 3,190 0.66 C 25.5 59,000 2 2,200 2 3,190 0.76 C 25.5 59,000 2 3 2 2,190 0.76 C 25.5 59,000 2 2 2,190 0.76 C 25.5 59,000 2 3 2 2,190 0.76 C 25.5 59,000 2 3 2,190 0.76 C 25.5 59,000 2 3 2 2 2,190 0.76 C 25.5 59,000 2 3 2 2,190 0.76 C 25.5 59,000 2 3 2 2 2,190 0.76 C 25.5 59,000 2 3 2 2 2,190 0.76 C 25.5 59,000 2 2 2,190 0.76 C 25.5 59,000 2 2 2,190 0.76 C 25.5 59,000 2 2 2 2,190 0.76 C 25.5	UTE 20	36,300	1,800	2	2	3,360	0.54 12	Ø	19.0	50,400	2,400	~	8	3,360	0.71	ບ	19.0
TATION (1) (1) 2 2 3,190 0.66 C 55.5 51,200 2,500 2 3,190 0.78 0.56 C 55.5 51,200 2,500 2 3,190 0.78 0 0 0 0 55.5 51,200 2,500 2 2,190 0.78 0 0 0 0 55.5 17,200 2,500 0 0 0 0 0 55.5 17,200 2,500 0<		32,800	1,600	2	2	3,330	0.48	E	20.0	45,600	2,200	~	2	3,330	99.0	υ	20.0
36,600 1,800 2 2 3,190 0.55 C 55.5 11,200 2,500 2 3,190 0.78 D 34,400 1,700 2 2,500 47,800 2,500 2,500 2,500 2,500 0.78 0	OIE 20 (S. ROADUR)	42,000	2,100	2	8	3,190	99.0	ပ	35.5	58,200	2,800	2	2	3,190	0.88	Q	10
34,400 1,770 2,190 0.53 B 55.5 47,600 2,300 2,300 0.77	one so (bos.)	36,800	1,800	2	2	3,190	0.36	ပ	25.5	51,200	2,500	8	2	3,190	0.78	Q	10
81,700 4,100 3 3,5690 0.772 C 5.5 82,900 4,100 3 5,690 0.772 C 83,000 4,300 3 3 5,690 0.776 C 5.5 90,900 4,300 3 5,690 0.776 C 65,500 4,300 3 3 5,690 0.777 C 5.5 94,700 3 3 5,690 0.776 C 126,200 6,500 3 4 7,590 0.86 D 5.5 149,000 6,900 3 4 7,590 0.91 D 115,400 5,900 3 4 7,590 0.86 D 5.5 199,000 3 4 7,590 0.91 D 115,400 5,900 3 4 7,590 0.78 C 5.5 199,000 3 4 7,590 0.99 D 114,200 5,900 3 4 7,590 <td< td=""><td>EAST MARKSIDE HAD.</td><td>34,400</td><td>1,700</td><td>~</td><td>2</td><td>3,190</td><td>0.53</td><td>m</td><td>25.5</td><td>47,800</td><td>2,300</td><td>8</td><td>~</td><td>3,190</td><td>0.72</td><td>ပ</td><td>5.5</td></td<>	EAST MARKSIDE HAD.	34,400	1,700	~	2	3,190	0.53	m	25.5	47,800	2,300	8	~	3,190	0.72	ပ	5.5
81,700 4,100 3,100 <t< td=""><td>ST EAST</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	ST EAST																
B5,000 4,300 3 5,690 0.76 C 5.5 90,900 4,300 3 5,690 0.77 C 126,500 4,400 3 5,600 0.77 0.76 0.75 145,000 3 4 7,590 0.77 0 126,200 6,500 3 4 7,580 0.86 0 5.5 149,000 3 4 7,590 0.91 0 127,500 6,500 3 4 7,580 0.86 0 5.5 189,000 3 4 7,590 0.94 8 115,400 5,900 3 4 7,590 0.78 0 5.5 132,400 6,700 3 4 7,590 0.99 0 114,200 5,900 3 4 7,590 0.78 0 6.0 133,400 6,700 3 4 7,590 0.99 0 114,000 5,400 3 4 7,490 <t< td=""><td>MER EXPRESSION</td><td>81,700</td><td>1,100</td><td>m</td><td>æ</td><td>2,690</td><td>0.72</td><td>ပ</td><td>5.5</td><td>82,900</td><td>4,100</td><td>m</td><td>m</td><td>2,690</td><td>0.72</td><td>ಲ</td><td>5.5</td></t<>	MER EXPRESSION	81,700	1,100	m	æ	2,690	0.72	ပ	5.5	82,900	4,100	m	m	2,690	0.72	ಲ	5.5
95,500 4,400 3 5,690 0.77 C 5.5 94,700 4,500 3 5,690 0.79 D 126,200 6,500 3 4 7,590 0.86 0 5.5 149,000 7,100 3 4 7,590 0.91 D 115,400 6,500 3 4 7,590 0.78 0 5.5 192,600 6,300 3 4 7,590 0.94 E 114,200 5,900 3 4 7,590 0.78 0 6.0 133,400 6,700 3 4 7,590 0.89 D 114,200 5,900 3 4 7,590 0.77 0 6.0 137,600 6,700 3 4 7,590 0.89 D 114,000 5,400 3 4 7,440 0.77 0 7.5 129,400 6,400 3 4 7,440 0.99 D	ie lucani	83,000	4,300	m	m	2,690	0.76	ပ	5.5	006'06	4,300	m	m	2,690	0.76	ပ	5.5
126,200 6,500 3 4 7,580 0.06 D 5.5 145,000 6,900 3 4 7,580 0.91 D 127,500 6,500 3 4 7,580 0.06 0 6.0 135,400 6,300 3 4 7,580 0.94 E 115,400 5,900 3 4 7,580 0.78 0 6.0 133,400 6,700 3 4 7,580 0.83 D 114,200 5,900 3 4 7,590 0.77 0 6.0 137,600 6,800 3 4 7,590 0.89 D 106,200 5,400 3 4 7,840 0.77 0 7.5 129,400 6,800 3 4 7,840 0.89 D		85,500	4,400	m	m	2,690	0.77	ပ	5.5	94,700	4,500	m	m	2,690	0.70	Q	5.5
127,500 6,500 3 4 7,580 0.86 D 5.5 149,000 7,100 3 4 7,580 0.98 E 115,400 5,900 3 4 7,590 0.78 0 6.0 133,400 6,700 3 4 7,590 0.89 D 118,200 5,900 3 4 7,590 0.78 D 6.0 137,600 6,700 3 4 7,590 0.89 D 106,200 5,400 3 4 7,590 0.77 C 6.0 137,600 6,800 3 4 7,590 0.99 D 111,000 5,700 3 4 7,440 0.77 C 7.5 129,400 6,400 3 4 7,440 0.86 D	or constitution	126,200	6,500	m	#	7,580	0.86	Q	5.5	145,000	006*9	m	A	7,580	0.91	Q	ις
115,400 5,900 3 4 7,580 0.78 C 5.5 122,600 6,300 3 4 7,580 0.83 D 114,200 5,900 3 4 7,550 0.72 C 6.0 137,600 6,800 3 4 7,550 0.90 D 111,000 5,700 3 4 7,840 0.77 C 7.5 129,800 6,800 3 4 7,840 0.86 D	000000000000000000000000000000000000000	127,500	6,500	т	E	7,580	0.86	۵	5.5	149,000	7,100	m	*	7,580	0.94	M	Ω,
114,200 5,900 3 4 7,550 0.78 D 6.0 133,400 6,700 3 4 7,550 0.89 D 106,200 5,400 3 4 7,550 0.72 C 6.0 137,600 6,800 3 4 7,550 0.90 D 111,000 5,700 3 4 7,840 0.77 C 7.5 129,800 6,800 3 4 7,840 0.86 D	Death of	115,400	2,900	m	at .	7,580	0.78	b	5.5	132,600	6,300	m	#	7,580	0.83	Q	5.
106,200 5,400 3 4 7,550 0.72 C 6.0 137,600 6,800 3 4 7,550 0.90 D	August A	114,200	2,900	m	AT .	7,550	0.78	Q	6.0	133,400	6,700	m	-	7,550	0.89	Q	6.
111,000 5,700 3 4 7,440 0.77 C 7.5 129,400 6,400 3 4 7,440 0.86 D	AND MARKET	106,200	5,400	m	#	7,550	0.72	ပ	0.9	137,600	6,800	8	*	7,550	0.90	Q	6.0
		111,000	2,700	m	a	7,480	0.77	ပ	7.5	129,400	6,400	m	Ħ	7,440	9.00	Q	7.5



4,600 3 5,500 0,633 0 6,0 710,600 5,500 3 5,590 0,093 3,800 3 3 5,530 0,69 C 8,5 94,200 4,700 3 3 5,530 0,095 2,600 2 2 3,670 0,711 C 9,0 67,400 3,300 2 2 3,670 0,701 1,000 2 2 3,670 0,701 1,000 2 2 3,670 0,701 1,000 2 2 3,670 0,701 1,000 2 2 3,670 0,701 1,000 2 2 3,670 0,701 1,000 2 2 3,670 0,701 1,000 2 2 3,770 0,702 1,000 1,000 2 2 3,770 0,702 1,000 1,000 2 2 3,770 0,21 4 1,000 2 2 3,770 0,21 4 1,000 2	TLLINOIS ROTTE 53					1											
13,800 2,600 2 2 3,670 0.59 C 8,5 94,200 4,700 3 3 5,530 0.69 C 8,5 94,200 4,700 3 3 5,530 0.69 D 9,9 80 2,600 2,600 2 2 3,670 0.71 C 9.0 67,400 3,300 2 2 2,560 0.74 C 9.0 67,400 3,300 2 2 2 3,670 0.90 D 9,3 60,44 B 9.3 57,200 2,700 2 2 2,560 0.74 C 2 3,670 0.90 D 9,3 87,200 1,800 2 2 3,750 0.21 A 7.3 21,800 1,000 2 2 3,750 0.21 A 7.3 21,800 1,000 2 2 3,750 0.21 A 7.3 21,800 1,000 2 2 3,750 0.21 A 7.0 27,400 1,000 2 2 3,750 0.21 A 6.1 17,000 800 2 2 3,770 0.24 A 6.1 17,000	E ROAD	90,200	4,600	m	m	2,560	0.83	0	0.0	110,600	2,500	m	m	2,380	0.99	M	8.0
49,800 2,600 2 2,3600 0,71 C 9,0 67,400 3,300 2 2,3600 0,90 D 39,600 1,900 2 2,3600 0,72 B 9,3 77,200 2,700 2 2,4600 0,77 C 32,400 1,600 2 2,3600 0,44 B 9,3 43,600 2,700 2 2,4600 0,77 C 30,200 1,400 2 2 3,730 0,24 A 7,3 21,800 1,000 2 2 3,730 0,21 A 7,0 27,400 1,300 2 2 3,730 0,21 A 2,1 3,700 0,21 A 2,1 3,700	ROTTE 50	73,200	3,800	en	6	5,530	69.0	υ	8.5	94,200	4,700	m	m	5,530	0.85	۵	8.5
39,600 1,900 2 2 3,660 0.22 B 9,3 57,200 2,700 2 70 2 3,660 0.74 C 2 2, 3,660 0.74 E 9,3 50,200 1,600 2 2 3,750 0.44 B 9,3 43,600 2,000 2 2 3,750 0.89 B 7.3 36,800 1,800 2 2 3,770 0.89 B 7.3 3,770 0.21 A 7.3 21,800 1,900 2 2 3,770 0.21 A 5.1 1,000 800 2 2 3,770 0.24 A 21.7 16,000 800 2 2 3,290 0.24 A 21.7 16,000 800 2 2 3,290 0.24 A 21.7 18,600 900 2 2 2 3,290 0.24 A 21.7 18,600 900 2 2 2 3,290 0.24 A 21.7 18,600 900 2 2 2 3,290 0.24 A 21.7 18,600 900 2 2 3,290 0.27 A 5 1,700 0.24	H AVENTE	49,800	2,600	N	2	3,670	0.71	υ	9.0	67,400	3,300	2	2	3,670	0.00	Q	9.0
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HE 56 HE 700 HE	Ş	32,400	1,600	~	2	3,660	0.44	m	9.3	43,600	2,000	2	N	3,660	0.55	ပ	6
18,000 800 2 2 3,730 0.21 A 7.3 21,800 1,000 2 2 3,770 0.27 A 7.0 20,800 1,000 2 2 3,770 0.27 A 7.0 20,800 1,000 2 2 3,770 0.21 A 6.5 19,600 900 2 2 3,770 0.24 A 6.1 17,000 800 2 3,290 0.24 A 21.7 11,800 900 2 3,290 0.27 A 21.7 11,800 900 2 3 3,290 0.27 A 21.7 11,800 900 2 2 3,290 0.27 A 21.7 11,800 900 2 2 3,290 0.27 A 21.7 11,800 900 2 2 3,290 0.27 A 21.7 11,800 90	outre ck	30,200	1,400	2	2	3,730	0.38	æ		38,800	1,800	2	N	3,730	0.48	E	
EST UTE 47 20,800 1,000 2 2 3,740 0.27 A 7.0 27,400 1,300 2 2 3,740 0.56 A 1.0 27,400 1,300 2 2 3,740 0.56 A 1.0 27,400 1,300 2 2 3,770 0.24 A 1.1 21,600 900 2 2 3,770 0.24 A 1.1 21,700 900 2 2 3,770 0.24 A 1.1 21,700 900 2 2 3,290 0.27 A 1.1 21,800 900 2 2 3,290 0.24 A 21.7 18,600 900 2 2 3,290 0.27 A 1.1 21,800 900 2 2 3,290 0.24 A 21.7 18,600 900 2 2 3,290 0.27 A 1.1 21,800 900 900 900 900 900 900 900 900 900	2 100	18,000	900	2	2	3,730	0.21	V		21,800	1,000	2	~	3,730	0.27	<	7.
THE 477 20,800 1,000 2 2 3,710 0.27 A 7.0 27,400 1,300 2 2 3,770 0.24 A 6.5 19,600 900 2 3,770 0.24 A 6.1 17,000 800 2 3,770 0.24 A 21.7 18,600 900 2 3,290 0.27 A 17,800 900 2 3,290 0.27 A 17,800 900 2 3,290 0.27 A 18,800 900 2 3,290 90.27 A 18,800 900 2 3,290 90.24 A 18,800 900 2 3 3,290 90.27 A 18,800 900 2 3 3,290 90.27 A 18,800 900 900 900 900 900 900 900 900 900	WEST																
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3. Fig. 51 15,600 700 2 2 3,770 0.19 A 6.1 17,000 800 2 2 3,770 0.21 A 71.7 18,600 900 2 2 3,290 0.27 A 71.7 17,800 900 2 2 3,290 0.27 A 71.7 17,800 900 2 2 3,290 0.27 A 71.7 17,800 900 2 2 3,290 0.27 A 71.7 18,600 900 2 2 3,290 0.27 A 71.7 18,600 900 2 2 3,290 0.27 A	5 B	17,800	900	2	2	3,760	0.21	4	6.5	19,600	86	2	2	3,760	0.24	<	.9
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16,000 800 2 2 3,290 0.24 A 21.7 18,600 900 2 2 3,290 0.27 A	Multi Col	15,800	900	2	2	3,290	0.24	«	21.7	17,800	006	2	~	3,290	0.27	<	21.
	Mode 20	16,000	900	2	2	3,290	0.24	V	21.7	18,600	006	2	2	3,290	0.27	4	21.



